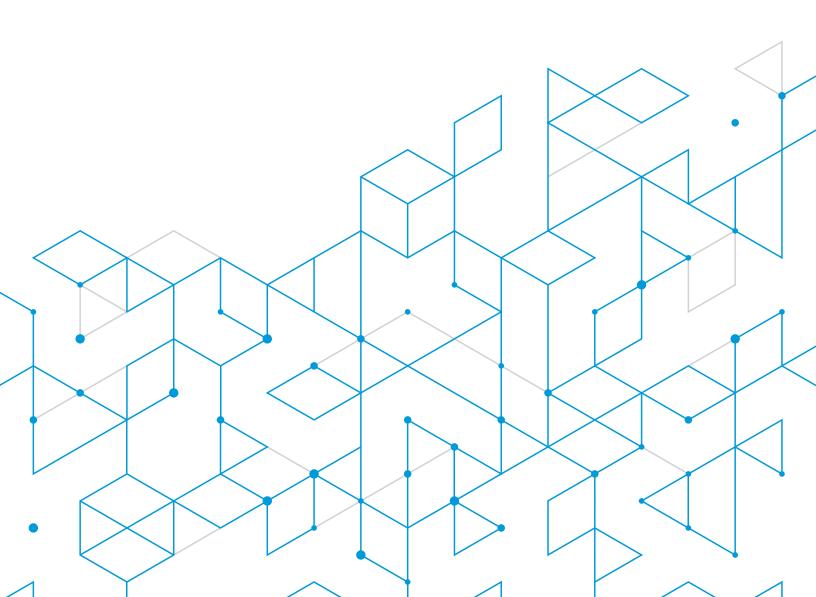


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2009-Present





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Transportation Development Tax

Fiscal Year 2022-2023 Annual Report

July 1, 2022 through June 30, 2023

Washington County
Department of Land Use
& Transportation

December 2023

Board of County Commissioners

Kathryn Harrington, Chair Nafisa Fai • Pam Treece • Roy Rogers • Jerry Willey

Department of Land Use & Transportation

Stephen Roberts, Director
Erin Wardell, Manager, Planning and Development Services
Russ Knoebel, Capital Projects Services Division Manager
Stacy Shetler, County Engineer
Dyami Valentine, Principal Planner

Project Staff

Julie Sosnovske, Senior Transportation Planner
Steve Kelley, Senior Planner
Marlene de Villa, Financial Analyst
Cindy Downey, Senior Financial Analyst
Michelle Morato, Management Analyst II
Emily Brown, Planning Assistant
Rachael Rider, GIS Technician III
Doria Mateja-Stellmacher, GIS Technician III
VJ Prasad, Senior Information System Analyst

155 N. First Avenue, Suite 350-14, Hillsboro, OR 97214-3072 phone: (503) 846-3519

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2022-2023 ANNUAL REPORT

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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 charge 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 No. 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) 2022-23 (July 1, 2022 through June 30, 2023) include the following:

- Washington County and the cities collected **\$21.8 million in TDT cash proceeds**, about 21 percent higher than the previous fiscal year (\$17.9 million), showing general overall growth since TDT was adopted in 2009.
- The county and cities issued **TDT credits with a total value of \$14.8 million**, which is about 7 percent lower than the value of credits issued in FY 2021-22 (\$16 million).
- County and city TDT accounts collectively generated almost \$3.4 million in interest and investment income.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as "total TDT activity," was approximately \$40 million, a decrease (about 24 percent) from the previous fiscal year (\$52.7 million).
- The cities and unincorporated Washington County collectively invested over \$9.2 million in TDT funds for transportation capital projects. The city of Beaverton invested the most TDT funds, totaling about \$4.5 million for improvements. Countywide, more than \$108 million in other revenue (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$1.6 million. These
 expenditures include bank charges for payments made by credit card, as well as staff time (in
 multiple jurisdictions and departments) administering the TDT.
- TDT accounts across the county had a total balance of over \$167 million on June 30, 2022.

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 charge, known as the Traffic Impact Fee (TIF), passed 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. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have each signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge 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 Project List ("TDT Project List") maintained by the county, are generally 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 pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 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 No. 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 No. 793.

In FY 2022-2023 several developments used the change-in-use discount, including five in Beaverton, three in Sherwood, three in Tigard and two in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2022-23 was \$1,635,269.

A-Engrossed Ordinance No. 793

A-Engrossed Ordinance No. 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- 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 No. 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.

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.

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, the ODOT index was replaced with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remained the same.

In 2018, the Index was adjusted again to account for FHWA updated NHCCI methodology and revised prior calculations based on the new procedures. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, this new index was incorporated into the rate adopted by the Board of Commissioners on April 13, 2019. The rate is adjusted annually using the new index. TDT rates for FY 2023/24 were adopted by the Board of Commissioners on April 18, 2023.

Table 1: TDT INDEX HISTORY

Cost Change Index using the National Highway Construction Cost Index 2.0

| YEAR | 2018 | 2019 | 2020 | 2021 | 2022 |
|---------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Index Components | | | | | |
| Materials Component | | | | | |
| National Highway CCI 2.0* | 1.7338 | 1.9088 | 1.9542 | 1.9240 | 2.2825 |
| % Annual Change | 3.50% | 10.09% | 2.38% | -1.55% | 18.63% |
| Avg. 5-Year Change | 1.48% | 2.65% | 2.92% | 3.05% | 6.61% |
| Labor Component | | | | | |
| BLS Employment Cost Index | 132.4 | 137 | 140.3 | 145.2 | 150.2 |
| % Annual Change | 3.20% | 3.47% | 2.41% | 3.49% | 3.44% |
| Avg. 5-Year Change | 2.23% | 2.57% | 2.60% | 3.06% | 3.20% |
| Right-of-Way Component | | | | | |
| Avg. Total Real Market Value | \$597,302 | \$614,277 | \$701,507 | \$750,932 | \$876,766 |
| % Annual Change | 2.71% | 2.84% | 14.20% | 7.05% | 16.76% |
| Avg. 5-Year Change | 7.98% | 6.33% | 7.90% | 7.29% | 8.71% |
| 5-year rolling average weighted index | 3.005% | 3.360% | 3.824% | 3.901% | 6.01% |

< - - - - - 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, 2023) was \$10,599, up from the \$9,998 charged between July 1, 2022 and June 30, 2023.

III. COUNTYWIDE FINANCIAL ANALYSIS

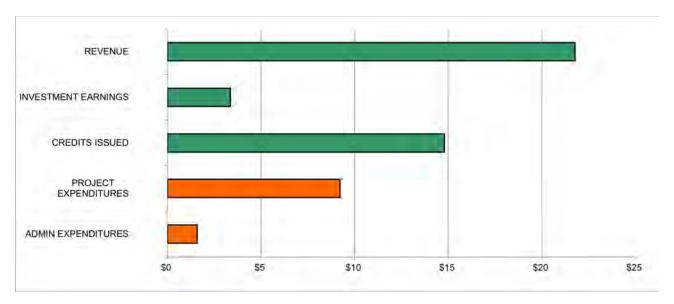
Countywide Total TDT Activity and Balance

In FY 2022-23, the county and cities collected \$21,776,640 in TDT revenue. This represents a 21 percent increase compared to the previous fiscal year, following overall development activity in Washington County and continuing the expected growth since the program started in 2009. County and city TDT accounts earned interest amounting to \$3,371,158. Jurisdictions issued 27 different credits totaling \$14,799,882 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$39,947,680 countywide in FY 2022-23.

Expenditures on capital projects (which may include design), totaled \$9.2 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about \$1.6 million. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2023 were added together for all jurisdictions across the county, the total "account balance" would be over \$167 million. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been more TDT revenue than expenditures – a situation that will likely change in coming years as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2022-23.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2022-23 (Reported in millions of \$)



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 prerecession assumptions, "expected" total TDT activity for FY 2022-23 should have been around \$46 million. Actual activity was about \$40 million, somewhat lower than that expectation. Total TDT activity in FY 2022-23 was down (by about 24 percent) compared to FY 2021-22.

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 graph. During the 2022-23 fiscal year, the total TDT activity is generally consistent with expected TDT activity anticipated in 2008.

(Reported in millions of \$) Transportation Development Tax: FY 22-23 \$60 \$55 \$50 \$45 \$40 \$35 \$30 \$25 \$20 \$15 actual activity* \$10 expected activity** \$5 \$0 2012-13 2014-15 2015-16 브 2018-19 2008 TIF 2013-14 2016-17 2019-20 2007 TIF 2009-10 2010-11 2006 *Actual Activity includes: Revenue, Credits issued and Interest ** Using NHCCI 2.0

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY

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Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2022-23 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2021-22 generated the most revenue and total activity since the TIF program went countywide in 1990 and had been steadily increasing the past few years. In FY 2022-23, revenue and total activity were down from the previous three years.

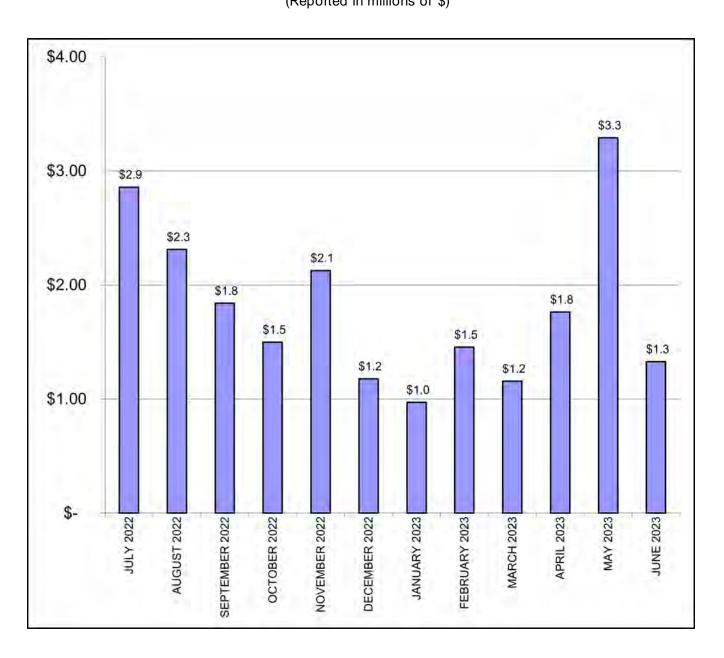
(Reported in millions of \$) \$60 OCREDITS & CASH RECEIPTS \$50 \$30 \$20 \$10 ПР 1999 ПР 2003 ПР 2003 ПР 2004 ПР 2005 ПР 2006 ПР 2009 ПР 2009 ПР 2009 ПР 19-10 ПР 14-12 ПР 14-13 ПР TIF 1994 TIF 1995 TIF 1997 TIF 1998

FIGURE 3: ANNUAL PROGRAM COMPARISON

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 2022-23, revenue ranged from about \$1 million in January, 2022, to about \$3.3 million in May, 2023.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2022-23 (Reported in millions of \$)



Interest Earned

During FY 2022-23, the countywide TDT program collected \$3,371,158 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 2 on the next page includes a breakdown of interest earnings by jurisdiction, 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.

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 2022-23, a total of 27 separate TDT credits were issued: five in Beaverton, one in Cornelius, five in Hillsboro, three in Tigard, five in Sherwood, and eight in unincorporated Washington County. The 27 credits represent \$14.8 million in eligible improvements to the transportation system. Developers used about \$13.7 million in TDT credit vouchers to pay for TDT obligations, some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 2 and Figures 5 and 6 summarize FY 2022-23 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 2022-23, in order, were Hillsboro (\$6.3 million, 29 percent of total), Tigard (\$3.6 million, 17 percent of total), unincorporated Washington County (\$2.8 million, 13 percent of total), Beaverton (\$2.4 million, 11 percent of total), and North Plains (\$1.4 million, 7 percent of total. If credits and interest are included, Hillsboro still had the most activity with \$11.8 million; followed by Beaverton with \$7.4 million; unincorporated Washington County with \$6.5 million; and Tigard with \$5.2 million in total TDT activity.

In terms of expenditures, Beaverton had the highest amount, with \$4.8 million for capital projects and administrative expenses; this was followed by unincorporated Washington County, with \$2.2 million in expenditures, and Forest Grove with \$1.6 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2023 was highest in Washington County (\$42 million), followed by the City of Hillsboro (\$40.7 million), Tigard (\$19.2 million), Forest Grove (\$16 million) Tualatin (\$14.1 million) and Beaverton (\$13.3 million).

TABLE 2: TDT REVENUE AND EXPENDITURES BY JURISDICTION - FY 2022-23

(Rounded to nearest dollar)

| Jurisdiction | Balance as of 7/1/22 | Cash Receipts | Interest Earnings & Transfers | Credits Issued* | "Total Activity" | Project, Transfers & Admin Expenses | Balance as of 6/30/23 |
|-------------------|----------------------|---------------|-------------------------------------|--------------------|------------------|--|-----------------------|
| Banks | \$ 387,204 | \$ 172,651 | \$ 14,916 | \$ - | \$ 187,567 | \$ - | \$ 574,771 |
| Beaverton | \$ 15,389,869 | \$ 2,356,785 | \$ 351,454 | \$ 4,677,193 | \$ 7,385,432 | \$ 4,780,263 | \$ 13,317,845 |
| Cornelius | \$ 6,666,837 | \$ 1,013,094 | \$ 215,497 | \$ 181,073 | \$ 1,409,664 | \$ 205,134 | \$ 7,690,294 |
| Durham | \$ 15,986 | \$ - | \$ 444 | \$ - | \$ 444 | \$ 750 | \$ 15,679 |
| Forest Grove | \$ 16,656,755 | \$ 835,307 | \$ 147,012 | \$ - | \$ 982,320 | \$ 1,607,163 | \$ 16,031,912 |
| Gaston | \$ 73,397 | \$ 11,247 | \$ 1,215 | \$ - | \$ 12,462 | \$ - | \$ 85,860 |
| Hillsboro | \$ 27,365,967 | \$ 6,288,659 | \$ 707,219 | \$ 4,772,831 | \$ 11,768,709 | \$ 6,880,018 | \$ 40,701,917 |
| King City | \$ 505,644 | \$ - | \$ 5,899 | \$ - | \$ 5,899 | \$ 3,000 | \$ 508,542 |
| North Plains | \$ 3,953,611 | \$ 1,409,867 | \$ - | \$ - | \$ 1,409,867 | \$ 92,014 | \$ 5,271,463 |
| Portland | \$ 19,259 | \$ - | \$ 301 | \$ - | \$ 301 | \$ - | \$ 19,560 |
| Sherwood | \$ 4,729,724 | \$ 1,155,189 | \$ 79,682 | \$ 1,339,875 | \$ 2,574,746 | \$ 103,445 | \$ 5,861,151 |
| Tigard | \$ 16,221,790 | \$ 3,622,572 | \$ 568,115 | \$ 1,051,858 | \$ 5,242,544 | \$ 1,213,092 | \$ 19,199,385 |
| Tualatin | \$ 12,707,877 | \$ 1,355,744 | \$ 343,239 | \$ - | \$ 1,698,983 | \$ 335,513 | \$ 14,071,347 |
| Washington County | \$ 39,301,107 | \$ 2,840,518 | \$ 895,234 | \$ 2,777,052 | \$ 6,512,803 | \$ 3,416,665 | \$ 42,056,696 |
| Wilsonville | \$ 899,266 | \$ 715,006 | \$ 40,932 | \$ - | \$ 755,938 | \$ - | \$ 1,655,204 |
| Countywide Total | \$144,894,293 | \$ 21,776,640 | \$ 3,371,158 | \$ 14,799,882 | \$ 39,947,680 | \$ 18,637,056 | \$ 167,061,627 |

FIGURE 5: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2022-23

(Does not include credits, interest earnings or fund transfers)

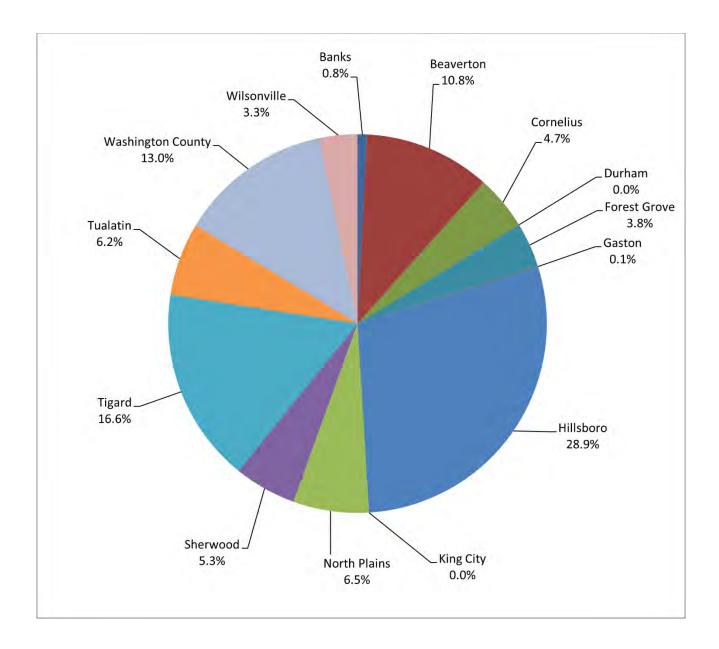
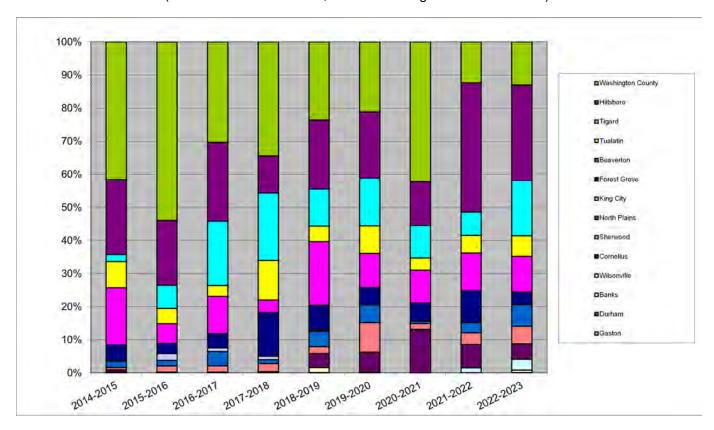


FIGURE 6: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2014-15 through FY 2022-23

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2022-23, eight cities and Washington County invested a combined total of about \$9.2 million in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2022-23 project expenditures.

- The City of Hillsboro invested \$261,521 for three projects, including improvements on NE 28th
 Avenue, a Jackson School Road bike/ped project, and Hidden Creek between NE 49th and 53rd
 Avenues.
- Washington County used just over \$1 million for improvements, including Hall Boulevard bike/ped improvements and the Cornelius Pass Road bridge over Butternut Creek in South Hillsboro.
- The City of Beaverton used about \$4.5 million for improvements to the Cedar Hills/Westgate Dawson intersection, Western Avenue, and sidewalk along Allen Boulevard from SW 92nd Avenue to Scholls Ferry Road.
- The City of Sherwood used about \$100,000 for Arrow Street construction, the Cedar Creek Trail, predesign for improvements to Oregon Street, and Tualatin-Sherwood Road widening.
- The City of Tigard used about \$1.2 million toward several projects, including contributions toward signal coordination on Upper Boones Ferry Road; Roy Rogers Road improvements; 121st Ave ped/bike facilities; signalizing at the Bonita Road/Sequoia intersection; SW 72nd Ave; and the Greenburg/Tiedeman/North Dakota loop project.
- The City of Cornelius used about \$205,000 toward their S. 29th Blvd. and Cornelius Collector Sidewalk projects.
- The City of North Plains invested over \$92,000 in a pedestrian path along West Union Road.
- The City of Tualatin used about \$224,000 toward their Garden Corner Curves and Tualatin-Sherwood Road improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2022-23, jurisdictions invested almost \$109 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- Roadway Improvements: Tualatin-Sherwood Road, Walker Road, Cornelius Pass Road, Roy Rogers Road, 209th Avenue, 205th Avenue
- Roadway Extensions: Basalt Creek Parkway, Century Boulevard
- Intersection Improvements: Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, OR 47/Maple/Fern Hill, 25th Avenue/Cornell Road, Gales Creek/Thatcher Road, Farmington Road/River Road, Martin Road/Highway 47-Verboort Road

- Bicycle/Pedestrian Projects: Jackson School Road, West Union Pedestrian Path, 121st Ave Sidewalk & Bike Lanes, Cedar Creek Trail
- Bridge/Culvert Replacements: 227th Avenue over Rock Creek, Beef Bend, Cornelius Pass Road/Butternut Creek Bridge, Cornelius Pass Road/Rock Creek Bridge
- ADA Ramps: Countywide
- Technology/Other: Countywide Smart Mobility Network

Additional Improvement Value Contributed by Development:

Starting in fiscal year 2017-18 some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2022-23 fiscal year, two cities (Beaverton and Hillsboro) reported additional improvement value contributed by development to be almost \$2 million.

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 2022-23. In total, \$564.8 million has been invested in eligible road projects on the TDT Project List since 2009, including \$88.5 million in TDT funds and \$476.4 million in other funds. In addition, \$3 million has been invested in eligible transit projects, including \$0.9 million in TDT funds and just over \$2 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 would remain unfunded. As of the end of FY 2022-23, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 21 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in the past several years, 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 about \$3.6 billion in road projects and about \$538 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 \$1,841 per motor vehicle trip and \$321 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 21% of the eligible motor vehicle costs and 14% of eligible transit costs, as shown in Table 3 below. Compliance costs are assumed to have remained static.

TABLE 3: 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 | \$3,067,477,390 | 1,666,558 | \$1,841 | \$391 | 21% |
| Transit Cost | \$535,127,017 | 1,666,558 | \$321 | \$45 | 14% |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | \$3 | 95.5% |
| Total | \$3,607,838,407 | | \$2,165 | \$439 | N/A |

The TDT is now anticipated to cover a 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.

| | | | | | | | Proportion of | Other Primary | Other Primary | | | | Estimated Project | | | | | | | Total TDT and |
|---------------|------------------------|-------------------------|---|-----------------------------------|--|---------------------------|------------------------------------|-------------------|--------------------|-------------------------------|-----------------|-----------------------------|-------------------------|--------------|--|-------|----------------|-------------------|------------------|-------------------------------|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Project Related to Capacity (%) | Funding Source | Funding Revenue | le Capacity mount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | | 2009- esent | Other F 2009-P | | other funding 2009-Present |
| 2000 | Beaverton | 114th/115th | MAX Light Rail | Beaverton- Hillsdale/ Griffith | Construct 2-lane multimodal | \$ 11,040,0 | 100% | | | \$ 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2001 | Beaverton | 120th | Center | Canyon | Construct 2-lane multimodal | \$ 9,825,6 | | | | \$ 9,825,600 | 100% | \$9,825,600 | 2014-2024 | | | \$ | - | \$ | | \$ - |
| | Beaverton Beaverton | 125th Allen | Brockman Hwy 217 | Hall Western | Extend 2-lane multimodal Add turn lanes, signals, bike/ped | \$ 15,345,6 \$ 6,955,2 | | | | \$ 15,345,600 6,955,200 | 100% 100% | \$15,345,600 \$6,955,200 | 2014-2024 2014-2024 | | | \$ | | | 43,127 77,351 | \$ 143,127 \$ 677,351 |
| | | | 1 | | Add turn lanes, signals, bike/ped Add turn lanes, bike lanes, | ,, | | | 1 | | | | | | | \$ | | \$ | - | \$ 077,331 |
| 2004 | Beaverton | Allen | Murray | Hwy 217 | sidewalks & signalize | \$ 45,926,4 | 00 100% | | | \$ 45,926,400 | 100% | \$45,926,400 | 2014-2024 | | | 9 | | φ | | Φ - |
| 2005 | Beaverton | Farmington to n | Scholls Ferry; Ce orth of Walker; Ha Hills; Farmington: S | all: SB OR 217 | Adaptive signal systems | \$ 11,040,0 | 00 100% | | | \$ 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2006 | Beaverton | Baltic | US26 WB | Barnes | Add NB aux lane; Add SB aux lane | \$ 570,0 | 00 100% | | | \$ 570,000 | 100% | \$570,000 | 2025-2039 | | | \$ | - | \$ | - | \$ - |
| 2007 | Beaverton | Barnes | 117th | Baltic | Bus pullouts, shelters, and transit amenities | \$ 700,0 | 00 100% | | | \$ 700,000 | 100% | \$700,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2000 | | | 116th | | Construct traffic signal; Construct | | 4000/ | | | F00 000 | 77% | 0004.050 | 2044 2024 | | | \$ | _ | s | - | \$ - |
| | Beaverton | Barnes | | | 2nd WB left turn lane | \$ 500,0 | | | | \$ 500,000 | | \$384,058 | 2014-2024 | | | 4 | | à. | - | 5 - |
| 2009 | Beaverton | Barnes | Cedar Hills | | Add 2nd EB to SB right turn lane | \$ 450,0 | | | | \$ 450,000 | 100% | \$450,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2010 | Beaverton | Barnes | Cedar Hills | Valeria | Add WB aux lane; modify signals | \$ 1,250,0 | 00 100% | | <u> </u> | \$ 1,250,000 | 100% | \$1,250,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2011 | Beaverton | Barnes | Station North/Holly | | Construct signal and interconnect; Add WB right turn lane | \$ 600,0 | 100% | | | \$ 600,000 | 100% | \$600,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2012 | Beaverton | Barnes | Station North/Holly | Lois | Add EB and WB aux lanes; Modify traffic signal and interconnect | \$ 1,900,0 | 100% | | | \$ 1,900,000 | 100% | \$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 | \$ 600,0 | 00 100% | | | \$ 600,000 | 100% | \$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 | \$ 2,100,0 | 00 100% | | | \$ 2,100,000 | 100% | \$2,100,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2015 | Beaverton | Barnes | OR 217 | Leahy | Interconnect traffic signals | \$ 200,0 | 00 100% | | | \$ 200,000 | 88% | \$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 | \$ 2,700,0 | 100% | | | \$ 2,700,000 | 100% | \$2,700,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2017 | Beaverton | Barnes | Baltic | Monterey PI | Add WB aux lane; Modify traffic | \$ 600,0 | 00 100% | | | \$ 600,000 | 100% | \$600,000 | 2025-2039 | | | \$ | - | \$ | - | \$ - |
| 2018 | Beaverton | Barnes | Monterey | | signals Add EB left turn lane; Modify traffic signal | \$ 500,0 | 00 100% | | | \$ 500,000 | 88% | \$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 | \$ 2,500,0 | 00 100% | | | \$ 2,500,000 | 100% | \$2,500,000 | 2025-2039 | | | \$ | - | \$ | - | \$ - |
| 2020 | Beaverton | Beaverton- Hillsdale | Western | | Turn lanes, signal improvements | \$ 2,064,4 | 30 100% | | | \$ 2,064,480 | 100% | \$2,064,480 | 2025-2039 | | | \$ | - | \$ | - | \$ - |
| 2021 | Beaverton | Butner | Cedar Hills | | Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals | \$ 1,430,0 | 00 100% | | | \$ 1,430,000 | 100% | \$1,430,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| | Beaverton | Canyon | 170th | OR 217 | Access management | \$ 1,000,0 | | | | \$ 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| | Beaverton | Canyon | Cedar Hills | ļ | Turn lanes, signal improvements | \$ 6,922,0 | | | 1 | \$ 6,922,080 | 100% | \$6,922,080 | 2025-2039 | | ļ | \$ | | \$ | | \$ - |
| 2024 | Beaverton | Cedar Hills | 300' north of Celeste | Barnes | Add NB and SB aux lanes, extend 300' north of Celeste | \$ 2,330,0 | 00 100% | | | \$ 2,330,000 | 100% | \$2,330,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2025 | Beaverton | Cedar Hills | Barnes | US 26 WB | Add SB multi-use bike/ped facility | \$ 250,0 | 100% | | | \$ 250,000 | 100% | \$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 | \$ 1,000,0 | 00 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 2027 | Beaverton | Cedar Hills | US 26 WB | US 26 EB | Construct sidewalks and bike lanes | \$ 670,0 | 00 100% | | | \$ 670,000 | 100% | \$670,000 | 2014-2024 | | | \$ 2, | 503,285 | \$ | - | \$ 2,503,285 |
| | 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 | \$ 1,770,0 | | | | \$ 1,770,000 | 100% | \$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 | \$ 448,0 | 100% | | | \$ 448,000 | 100% | \$448,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |

| | | | | | | | | Other | | I | | 1 | | Estimated | | | | | | |
|---------------|------------------------|--------------------------------|------------------------|-------------------------|---|-------------------------------|---|------------------------------|-------------------------------------|----------|-------------------------|-----------------|-----------------------------|------------------------------------|--------------|----|-----------|----------------------|-------------------------------|--|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Primary Funding Source | Other Primary Funding Revenue | | Capacity | Growth Share | Eligible SDC Amount | Project Completion Timeframe | FY 22-23 TDT | | -23 Other | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
| 2030 | Beaverton | Cedar Hills | Walker | | Add double left turn lanes on all approaches, add EB rt turn lane | \$ 3,643,20 | 100% | | | \$ | 3,643,200 | 97% | \$3,545,614 | 2025-2039 | | | | \$ - | \$ - | \$ - |
| | Beaverton | Cedar Hills | Walker | Farmington | Add turn lanes, bike lanes | \$ 20,976,00 | 100% | | | | 20,976,000 | 100% | \$20,976,000 | 2014-2024 | | | | \$ - \$ - | \$ - | \$ - |
| | Beaverton Beaverton | Cedar Hills Cedar Hills | Jenkins Hall | | Turn lanes, signal improvements Add NB rt turn lane | \$ 2,550,24 \$ 728.64 | | | | \$ | 2,550,240 728,640 | 100% | \$2,550,240 \$728.640 | 2025-2039 2025-2039 | | | | \$ - \$ - | \$ - | \$ - |
| | Beaverton | Cornell | 113th | | Add aux lanes at all intersection | \$ 700.00 | | | | \$ | 700.000 | 100% | \$700.000 | 2014-2024 | | | | s - | s - | s - |
| | | | | | approaches; Modify traffic signal | *, | | | | | , | | ******** | 2014-2024 | | | | <u> </u> | \$ - | φ - |
| | Beaverton Beaverton | Cornell Crescent | 107th Rose Biggi | Cedar Hills | Construct traffic signal Extend 2-lane multimodal | \$ 360,000 \$ 3,864,000 | | | | \$ | 360,000 3,864,000 | 100% 100% | \$360,000 \$3.864.000 | 2014-2024 2014-2024 | | | | \$ - \$ - | \$ 65,237 | \$ 65,237 |
| 2037 | Beaverton | Davies | Scholls Ferry | Barrows | Extend 2-lane multimodal | \$ 5,409,60 | | | | \$ | 5,409,600 | 100% | \$5,409,600 | 2014-2024 | | | | \$ - | \$ - | \$ - |
| 2038 | Beaverton | Dawson/ Westgate | Rose Biggi | Hocken | Extend 2-lane multimodal | \$ 9,825,60 | 100% | | | \$ | 9,825,600 | 100% | \$9,825,600 | 2014-2024 | \$ 1,453 | | | \$ 1,015,255 | \$ 31,576 | \$ 1,046,831 |
| 2039 | Beaverton | Denney | Hall | Scholls Ferry | Add turn lanes, bike lanes & signalize | \$ 6,734,40 | 100% | | | \$ | 6,734,400 | 100% | \$6,734,400 | 2014-2024 | | \$ | 333,989 | \$ - | \$ 374,691 | \$ 374,691 |
| | Beaverton Beaverton | Farmington Farmington | Cedar Hills Lombard | | Turn lanes, signal improvements Add NB rt turn lane | \$ 3,036,000 \$ 1,689,120 | 100% | | | \$ | 3,036,000 1,689,120 | 100% 100% | \$3,036,000 \$1,689,120 | 2025-2039 | | | | \$ - | \$ 4,481,573 \$ 2,492,788 | |
| | Beaverton | Hall extension | to Jenkins | | Construct 2 or 4 lane | \$ 15,897,60 | 100% | | | | 15,897,600 | 100% | \$15,897,600 | 2025-2039 | | | | \$ - | \$ - | \$ - |
| 2044 | Beaverton | Hall | Cedar Hills | Farmington | Add turn lanes, bike lanes | \$ 5,740,80 | 100% | | | \$ | 5,740,800 | 100% | \$5,740,800 | 2014-2024 | | | | \$ - | \$ - | \$ - |
| 2045 | Beaverton | Hall | Center | | Turn lanes, signal improvements | \$ 121,44 | 100% | | | \$ | 121,440 | 100% | \$121,440 | 2025-2039 | | | | \$ - | \$ - | \$ - |
| 2046 | Beaverton | Hall | Allen | | Add EB&WB rt turn lanes, NB&SB double lefts | \$ 2,373,60 | 100% | | | \$ | 2,373,600 | 100% | \$2,373,600 | 2025-2039 | | | | \$ - | \$ - | \$ - |
| 2047 | Beaverton | Hall | Denney | | Turn lanes, signal improvements | \$ 850,08 | 100% | | | \$ | 850,080 | 100% | \$850,080 | 2025-2039 | | | | \$ - | \$ - | \$ - |
| 2048 | Beaverton | Hall | 500' south of Allen | 12th | Add turn lanes, bike lanes | \$ 6,734,40 | 100% | | | \$ | 6,734,400 | 100% | \$6,734,400 | 2014-2024 | | | | \$ - | \$ - | \$ - |
| | Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$ 18,878,40 | | | | \$ 1 | 18,878,400 | 100% | \$18,878,400 | 2014-2024 | | | | \$ - \$ - | \$ - | \$ - |
| | Beaverton | | Murray | | Rt turn lane for WB Millikan | \$ 607,20 | | | | \$ | 607,200 | 100% | \$607,200 | 2025-2039 | | | | <u> </u> | \$ - | \$ - |
| | Beaverton | Millikan Millikan | 141st | Hocken | Add signal, turn lanes, bike & ped | \$ 2,870,400 \$ 15,235,200 | 0 100% | | | | 2,870,400 | 100% | \$2,870,400 \$15,235,200 | 2014-2024 2014-2024 | | | | \$ - \$ - | \$ 936,571 | \$ - \$ 936,571 |
| | Beaverton Beaverton | | Watson Allen | 114th | Extend 2-lane multimodal Turn lanes, signal improvements | \$ 1,578,72 | | | | | 1,578,720 1,578,720 | 100% | \$1,578,720 | 2014-2024 | | | | \$ 1,299 | | \$ 1,299 |
| | Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$ 1,280,64 | | | | \$ | 1,280,640 | 100% | \$1,280,640 | 2025-2039 | | | | \$ - | \$ - | \$ - |
| 2055 | Beaverton | | Broadway | 115th | Construct 2-lane multimodal | \$ 4,968,00 | 100% | | | | 4,968,000 | 100% | \$4,968,000 | 2014-2024 | | | | \$ - | \$ - | \$ - |
| | Beaverton Beaverton | Nimbus Rose Biggi | Denney TV Hwy | Hall Broadway | Extend 2-lane multimodal Extend 2-lane multimodal | \$ 17,001,60 \$ 3,312,00 | 0 100% 0 100% | | | | 17,001,600 3,312,000 | 100% 100% | \$17,001,600 \$3,312,000 | 2014-2024 | | | | \$ - \$ - | \$ - | \$ - |
| | Beaverton | Scholls Ferry | Allen | Dioauway | Turn lanes, signal improvements | \$ 4,128,96 | 100% | | | | 4,128,960 | 95% | \$3,929,172 | 2025-2039 | \$ 1,515,414 | | | \$ 1,857,814 | \$ - | \$ 1,857,814 |
| 2060 | Beaverton | Scholls Ferry | Nimbus | | Turn lanes, signal improvements | \$ 1,733,28 | 100% | | | \$ | 1,733,280 | 100% | \$1,733,280 | 2025-2039 | | | | \$ - | \$ - | \$ - |
| | Beaverton Beaverton | Scholls Ferry Scholls Ferry | 125th Davies | | Add SB rt turn lane Add NB rt turn lane, close east end | \$ 1,280,64 \$ 331,20 | 0 100% 0 100% | | | \$ | 1,280,640 331,200 | 100% 100% | \$1,280,640 \$331,200 | 2025-2039 2025-2039 | | | | \$ - | \$ - | \$ - \$ - |
| 2063 | Beaverton | Scholls Ferry | Barrows (west | | of Scholls Ferry @Barrows Add SB rt turn lane | \$ 331,20 | 100% | | | \$ | 331,200 | 100% | \$331,200 | 2025-2039 | | | | \$ - | \$ - | \$ - |
| 2064 | Beaverton | Sexton Mountain | 160th | 155th | Extend 2-lane multimodal | \$ 2,760,00 | 100% | | | \$ | 2,760,000 | 100% | \$2,760,000 | 2014-2024 | | | | \$ - | \$ - | \$ - |
| 2065 | Beaverton | | 173rd | | Turn lanes, signal improvements | \$ 2,760,00 | 100% | | | \$ | 2,760,000 | 100% | \$2,760,000 | 2025-2039 | | | | \$ - | \$ 2,762,080 | |
| 2066 | Beaverton | Walker | 167th | | Signalize, add SB left turn lane | \$ 187,68 | 100% | | | \$ | 187,680 | 100% | \$187,680 | 2025-2039 | | | | \$ - | \$ 187,821 | \$ 187,821 |
| 2067 | Beaverton | Weir | 155th | 175th | Turn lanes, bike lanes, sidewalks | \$ 4,526,40 | 100% | | | \$ | 4,526,400 | 100% | \$4,526,400 | 2014-2024 | | | | \$ - | \$ - | \$ - |
| 2068 | Beaverton | 175th | UGB | Scholls Ferry | Widen to 5 lanes | \$ 6,345,00 | 100% | SCM TSDC | | \$ | 6,345,000 | 100% | \$6,345,000 | 2014-2024 | | | | \$ 1,000,000 | \$ 5,191,746 | \$ 6,191,746 |
| 2069 | Beaverton | New East-West Collector | Tile Flat | Loon | New 3 lane collector | \$ 22,755,00 | 100% | SCM TSDC | | \$ 2 | 22,755,000 | 100% | \$22,755,000 | 2014-2024 | | | | \$ - | \$ - | \$ - |
| 2070 | Beaverton | New North- South Collector | UGB | Scholls Ferry | New 2 lane collector | \$ 11,020,000 | 100% | SCM TSDC | | \$ 1 | 11,020,000 | 100% | \$11,020,000 | 2014-2024 | | | | \$ - | \$ - | \$ - |
| 2071 | Beaverton | Scholls Ferry | Tile Flat | 175th / Roy Rogers | Widen to 5 lanes | \$ 8,165,00 | 100% | SCM TSDC | | \$ | 8,165,000 | 100% | \$8,165,000 | 2014-2024 | | \$ | 2,634 | \$ - | \$ 3,319 | \$ 3,319 |
| 2072 | Beaverton | Scholls Ferry | Horizon/Teal | | New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection | \$ 500,000 | 100% | SCM TSDC | | \$ | 500,000 | 100% | \$500,000 | 2025-2039 | | | | \$ - | \$ - | \$ - |
| 2073 | Beaverton | Tile Flat | UGB | Scholls Ferry | Widen to 3 lanes | \$ 3,025,00 | 100% | SCM TSDC | | \$ | 3,025,000 | 100% | \$3,025,000 | 2025-2039 | | \$ | 1,957 | \$ - | \$ 2,557 | \$ 2,557 |
| 2074 | Beaverton | Western | Allen | Beaverton- Hillsdale | Reconstruct 4-lane roadway as 3- lane arterial with separated bicycle and pedestrian paths between Allen & 5th St. Add bike lanes between 5th St. and B-H Hwy Includes traffic signals modification. | \$ 6,500,000 | 100% | SCM TSDC | | \$ | 6,500,000 | 100% | \$6,500,000 | 2014-2024 | \$ 2,998,000 | | | \$ 5,818,878 | \$ - | \$ 5,818,878 |
| 2075 | Beaverton | Hocken Ave | RR Tracks | Tualatin-Valley Hwy | Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation | \$ 2,500,000 | 100% | SCM TSDC | | \$ | 2,500,000 | 76% | \$1,900,000 | 2014-2024 | | | | \$ 97,409 | \$ - | \$ 97,409 |
| 2076 | Beaverton | Watson | Hall | Farmington | Construct protected bike lanes, traffic signals and intersection improvements. | \$ 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2024-2034 | | | | \$ - | \$ - | |
| | Beaverton | TOTAL | | | | \$ 370,139,60 | 0 | | | \$ 37 | 70,139,600 | | \$369,041,668 | | \$ 4,514,867 | \$ | 338,580 | \$ 12,293,940 | \$ 17,350,436 | \$ 29,644,375 |
| 2500 | Banks | OR 6 | Aerts Road | l | Construct intersection improvement | \$ 5,800,00 | 100% | City SDCs | | \$ | 5,800,000 | 100% | \$5,800,000 | 2025-2040 | | 1 | | \$ - | \$ - | |
| | | l | l | l | or roundabout | -,, | 1 | | l | <u> </u> | . , | | | l | | | | | | |

| | | | | | | | | Other | | | | | | Estimated | | | | | | |
|---------------|--------------|---|---------------------------------|--|--|--------------------------|---|------------------------------|-------------------------------------|------|----------------|-------------------|------------------------|------------------------------------|--------------|---------------------------|---------------|--------|-------------------------------|--|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Primary Funding Source | Other Primary Funding Revenue | | Capacity nount | Growth Share | Eligible SDC Amount | Project Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | TDT 2 Pres | | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
| | Banks | Banks Rd | OR 47 | Aerts Rd | Widen, improve intersection sight distance, provide shoulders, construct continuous or intermittent left-turn lanes | \$ 10,200,000 | 100% | City SDCs | | | 10,200,000 | 100% | \$10,200,000 | 2025-2040 | - | | \$ | - | \$ - | |
| 2502 | Banks | New Collector (West Banks) | Cedar Canyon Road | Main Street/OR 47 (South of Sunset Park) | Construct new 2/3 lane collector | \$ 15,700,000 | 100% | City SDCs | | \$ 1 | 15,700,000 | 100% | \$15,700,000 | 2025-2040 | | | \$ | - | \$ - | |
| 2503 | Banks | New Collector (East Banks) | Banks Road | Aerts Road (north of OR 6) | Construct new 2/3 lane collector | \$ 5,500,000 | 100% | City SDCs | | \$ | 5,500,000 | 100% | \$5,500,000 | 2025-2040 | | | \$ | | \$ - | |
| | Banks | TOTAL | l | | | \$ 37,200,000 | | | | \$ 3 | 37,200,000 | | \$37,200,000 | | \$ - | \$ - | \$ | - | \$ - \$ - | \$ - |
| 7000 | Cornelius- | 10th | Adair/Main | Baseline | Add left & right turn lanes at couplet intersection approaches | \$ | 100% | Developer / | \$880,000 | -\$ | | 100% | \$0 | 2014-2024 | | | - | 4,687 | \$ 9,595,616 | \$ 7,155,001 |
| 7001 | Cornelius- | 14th | Holladay | Dogwood | Add signals at TV Hwy and widen | <u> </u> | 75% | ODO I Kali | | s | | 100% | \$0 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 7002 | Cornelius | Raseline. | 10th | 20th | existing travel lanes - Inteconnect signals and consolidate | \$ - | 100% | federal grant | \$3,060,000 | · . | | 100% | \$0 | 2014-2024 | | | \$ 44 | 7.492 | \$ 8,200 | \$ 455,692 |
| 7002 | Comonac | Daooiino | 1007 | LOW | access points | Ψ | 10070 | rodorar grant | ψο,οσο,οσο | • | | 10070 | Ψ0 | 20112021 | | | Ψ | 7,102 | 0,200 | \$ 100,00 <u>2</u> |
| 7003 | Cornelius | Cornelius- Schefflin | Verboort Circle | South city limit | Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes | \$ - | - 75% | | | \$ | _ | - 100% | \$0 | 2014-2024 | | | \$ | - | \$ 9,015,238 | \$ 9,015,238 |
| 7004 | Cornelius | Davis St Extension | 4th | 10th | New 2-lane collector | \$ 2,255,000 | 100% | | | \$ | 2,255,000 | 100% | \$2,255,000 | 2040+ | | | \$ | - | \$ - | \$ - |
| 7005 | Cornelius | Forest Grove- Connectivity | East Forest Grove city limit | West Cornelius city limit | Construct new 2-lane collector- between Cornelius & Forest Grove- | \$ | - 100% | | | \$ | - | - 100% | \$0 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 7006 | Cornelius | Holladay St Extension | Yew (Forest Grove) | 4th | New 2-lane collector | \$ 2,960,000 | 100% | | | \$ | 2,960,000 | 100% | \$2,960,000 | 2028-2040 | | | \$ | - | \$ - | \$ - |
| 7007 | Cornelius | Holladay St Extension | 10th | Gray | New 2-lane collector | \$ 2,810,000 | 100% | | | \$ | 2,810,000 | 100% | \$2,810,000 | 2040+ | | | \$ | | \$ - | \$ - |
| 7008 | Cornelius | Holladay St Extension | Gray | 19th | New 2-lane collector | \$ 3,085,000 | 100% | | | \$ | 3,085,000 | 100% | \$3,085,000 | 2040+ | | | \$ | - | \$ - | \$ - |
| 7009 | Cornelius | 19th Ave | 20th Ave | Council Creek Bridge | Build complete street with sidewalk and bike facilities. Also new RR crossing and possible mini- roundabouts at Holladay & Davis | \$ 1,975,000 | 100% | | | \$ | 1,975,000 | 100% | \$1,975,000 | 2018-2027 | | | \$ | - | \$ 87,698 | \$ 87,698 |
| 7010 | Cornelius | TV Highway Corridor | 4th | 29th | Traffic signal system coordination | \$ - | | | | -\$ | | 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 7011 | Cornelius | New N-S Collector | Baseline | Kodiak | New 2-lane collector for SE UGB Expansion Area, with improved rail crossing south of Baseline and new signalized intersection with Baseline. | \$ 9,390,000 | 100% | | | \$ | 9,390,000 | 100% | \$9,390,000 | 2018-2027 | \$ 23,385 | | \$ 36 | 64,384 | \$ - | \$ 364,384 |
| 7012 | Cornelius | SE Cornelius New Collectors | South of Ginger St | South UGB Boundary | New collector through UGB expansion area: 20th, Jasper, 26th, 29th, Kodiak, and shared-use path south of Jasper Roundabout | \$ 13,955,000 | 100% | | | \$ 1 | 13,955,000 | 100% | \$13,955,000 | 2018-2027 | | | \$ | - | \$ - | \$ - |
| 7013 | Cornelius | 26th | Webb | New- roundabout at- Jasper/Kodiak | Extend collector within UGB expansion area | \$ | _ 100% | | | \$ | | – 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 7014 | Cornelius | Dogwood Extension | 28th | 345th | Extend collector within UGB expansion area | \$ 2,085,000 | 100% | | | \$ | 2,085,000 | 100% | \$2,085,000 | 2028-2040 | | | \$ | - | \$ - | \$ - |
| 7015 | Cornelius | Complete Collector Pedestrian Facilities | Citywide | | 4th Ave: Adair to Fawn 20th Ave: Alpine to Elder 29th Ave: North UGB to Baseline Adair: 1st to 7th Baseline: 4th to 10th (north side) | \$ 2,913,000 | 100% | | | \$ | 2,913,000 | 100% | \$2,913,000 | 2018-2027 | \$ 48,381 | | \$ 4 | 18,381 | \$ - | \$ 48,381 |
| 7016 | Cornelius | Baseline North Frontage Rd | East Lane | NW 344th Ave | Create collector frontage road on north side of Baseline and intersection improvements with possible signal at NW 341st Ave | \$ 2,830,000 | 100% | | | \$ | 2,830,000 | 100% | \$2,830,000 | 2018-2027 | | | \$ | - | \$ - | \$ - |
| 7017 | Cornelius | Davis Street Extension | 10th Ave | Fred Meyer Eastern Driveway | Complete pedestrian/bike facilities west of 19th and build new collector east of 19th | \$ 3,490,000 | 100% | | | \$ | 3,490,000 | 100% | \$3,490,000 | 2028-2040 | | | \$ | - | \$ - | \$ - |
| 7018 | Cornelius | 341st Ave | Baseline | North terminus of street | Complete pedestrian facilities and improve to collector standards | \$ 526,000 | 100% | | | \$ | 526,000 | 100% | \$526,000 | 2028-2040 | | | \$ | | \$ - | \$ - |
| 7019 | Cornelius | Baseline St | 26th Ave | East Lane S. UGB | Complete pedestrian facilities | \$ 1,035,000 | 100% | | | \$ | 1,035,000 | 100% | \$1,035,000 | 2028-2040 | | | \$ | - | \$ - | \$ - |
| | Cornelius | 29th Blvd | S. City Limits | (345th/Cook Rd) | New collector | \$ 2,120,000 | 100% | | | \$ | 2,120,000 | 100% | \$2,120,000 | 2040+ | | | \$ | - | \$ - | \$ - |
| 7021 | Cornelius | Baseline St Baseline | 20th Ave | E. City Limits | Complete two-way bike blvd. | \$ 1,500,000 | 100% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2040+ | | | \$ | - | \$ - | \$ - |
| 7022 | Cornelius | Frontage Rd (south side) | NW 341st Ave | E. City Limits | Create collector frontage road | \$ 1,545,000 | 100% | | | \$ | 1,545,000 | 100% | \$1,545,000 | 2040+ | | | \$ | - | \$ - | \$ - |

| | | | | | | | | Proportion of | Other Primary | Other Primary | | | | | Estimated Project | | | | | | Total TDT and |
|---------------|------------------------------|---|--------------------------|-------------------------|--|-----------------|------------------------|------------------------------------|-------------------|--------------------|----|------------------------|-----------------|----------------------------|-------------------------|--------------|---------------------------|-----------------|------------|-------------------------------|-------------------------------|
| Project ID | Jurisdiction | Facility | From | То | Project | Pr | oject Cost (2014\$) | Project Related to Capacity (%) | Funding Source | Funding Revenue | | ble Capacity Amount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | TDT 20 Prese | | Other Funding 2009-Present | other funding 2009-Present |
| 7023 | Cornelius | Davis Street Extension | Fred Meyer Driveway | N. 26th Ave | Extend collector | \$ | 2,065,000 | 100% | | | \$ | 2,065,000 | 100% | \$2,065,000 | 2040+ | | | \$ | - | \$ - | \$ - |
| 7024 | Cornelius | Complete Collector Ped and Bike facilities | Citywide | | Complete bicycle facilities on collectors (e.g. pavement markings, shared streets, signage, etc.) and fill sidewalk gaps on collectors | \$ | 8,030,000 | 100% | | | \$ | 8,030,000 | 100% | \$8,030,000 | 2040+ | \$ 133,367 | | \$ 133 | 3,367 | \$ - | \$ 133,367 |
| | Cornelius | TOTAL | T | 1 | 1 | \$ | 64,569,000 | | | | \$ | 64,569,000 | | \$64,569,000 | | \$ 205,134 | \$ - | \$ 780 | 0,820 | \$ 7,449,116 | \$ 8,229,936 |
| 8000 | Durham | Upper Boones Ferry | At Tualatin River | | Add 2 through lanes (Durham share of cost only) | \$ | 600,000 | 100% | | | \$ | 600,000 | 57% | \$342,857 | 2014-2024 | | | \$ 11 | ,000 | \$ - | \$ 11,000 |
| | Durham | TOTAL | | | | \$ | 600,000 | | | | \$ | 600,000 | | \$342,857 | | \$ - | \$ - | \$ 11 | 1,000 | \$ - | \$ 11,000 |
| | Forest Grove Forest Grove | 19th 23rd/24th | Poplar Hawthorne | HWY 47 Quince | Extend 2-lane collector Construct 2-lane collector | \$ | 1,517,156 4,260,000 | 100% 100% | | | \$ | 1,517,156 4,260,000 | 100% | \$1,517,156 \$4,260,000 | 2019-2029 | | | \$ | - | \$ - \$ - | \$ - \$ - |
| | Forest Grove | 26th | Sunset | Oak | Extend 2-lane collector and improve 26th Ave to city standards | \$ | 9,800,000 | 95% | | | \$ | 9,310,000 | 100% | \$9,310,000 | 2019-2029 | \$ 1,225,548 | | \$ 1,227 | | \$ 262,593 | \$ 1,490,296 |
| 7503 | Forest Grove | OR 47 | Maple | | Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term) | \$ | 5,000,000 | 75% | | | \$ | 3,750,000 | 100% | \$3,750,000 | 2019-2029 | | \$ 262,721 | \$ | - | \$ 389,776 | \$ 389,776 |
| 7504 | Forest Grove | OR 47 | Elm | | Construct improvements (e.g. traffic signal) | \$ | 520,000 | 75% | | | \$ | 390,000 | 100% | \$390,000 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7505 7506 | Forest Grove | B David Hill | David Hill Thatcher Road | Hartford Forest Gale | Extend 2-lane collector Full street reconstruction to urban | <u>\$</u> \$ | 4.000.000 | 100% 100% | | | \$ | 4.000.000 | - 100% 100% | \$0 \$4,000,000 | 2014-2024 2021-2031 | | | \$ \$ 15 | - 5,195 | \$ - \$ 8,268,024 | \$ - \$ 8,283,219 |
| | Forest Grove | E/Pacific/19th | F | Drive 19th | collector standard Extend 2-lane couplet | \$ | 4,940,000 | 100% | | | φ | 4,940,000 | 100% | \$4,940,000 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7508 | Forest Grove | Hawthorne | 26th | Willamina | Extend 2-lane collector | \$ | 7,885,582 | 100% | | | \$ | 7,885,582 | 100% | \$7,885,582 | 2019-2029 | 1 | | \$ | - | \$ - | \$ - |
| 7509 7510 | Forest Grove | Heather | OR 47 26th | Mountain View | Extend 2-lane collector | \$ | 1,730,000 8,598,914 | 100% 100% | | | \$ | 1,730,000 8,598,914 | 100% | \$1,730,000 \$8,598,914 | 2019-2029 2019-2029 | | | \$ | - | \$ - | \$ - |
| | . 0.000 0.010 | Laurel Main | David Hill | 22nd Hartford | Extend 2-lane collector Extend 2-lane collector | \$ | 8,598,914 | 100% | | | \$ | 8,598,914 | 100% | \$8,598,914 \$0 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7512 | Forest Grove | Oak | OR 47 | Pacific | Upgrade to 2-lane collector; add signal | \$ | 6,200,788 | 75% | | | \$ | 4,650,591 | 100% | \$4,650,591 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7513 | Forest Grove | Thatcher | Gales Creek | David Hill | Realign and signalize intersection; road improvements from Gales Creek to David Hill | \$ | 14,543,206 | 75% | | | \$ | 10,907,405 | 100% | \$10,907,405 | 2019-2029 | | \$ 216,432 | \$ | - | \$ 615,185 | \$ 615,185 |
| 7514 | Forest Grove | TV Hwy | Quince | | Add turn lanes / signal | \$ | 4,294,293 | 25% | | | \$ | 1,073,573 | 100% | \$1,073,573 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7515 | Forest Grove | Willamina | Main | Sunset | Improve collector to city standards | \$ | 2,168,128 | 95% | | | \$ | 2,059,722 | 100% | \$2,059,722 | 2019-2029 | | | \$ | - | \$ 4,423 | \$ 4,423 |
| 7516 | Forest Grove | Yew | Adair | Pacific | Construct Improvements (e.g. traffic signal or restrictions) | \$ | 3,000,000 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2021-2031 | | | \$ | - | \$ - | |
| 7517 | | OR 47 | Martin | | Construct Improvements (e.g. traffic signal or roundabout) | \$ | 8,000,000 | 100% | | | \$ | 8,000,000 | 100% | \$8,000,000 | 2019-2029 | | \$ 991,463 | \$ | - | \$ 2,900,540 | |
| 9000 | Forest Grove Gaston | TOTAL Church | 3rd | Trail | Improve to collector standards | \$ | 86,458,067 720,000 | 100% | | | \$ | 76,072,942 720,000 | 100% | \$76,072,942 \$720,000 | 2014-2025 | \$ 1,225,548 | \$ 1,470,616 | \$ 1,242 | 2,898 | \$ 12,440,540 \$ - | \$ 13,683,438 |
| | Gaston | Third | Park | | Improve to collector standards | \$ | 225,000 | 100% | | | \$ | 225,000 | 100% | \$225,000 | 2014-2025 | | | \$ | - | \$ - | |
| | Gaston | TOTAL | | | | \$ | 945,000 | | | | \$ | 945,000 | | \$945,000 | | \$ - | \$ - | \$ | - | \$ - | \$ - |
| 3000 | Hillsboro | 1st/Glencoe | Grant | | Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant | 69 | 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 3001 | Hillsboro | 13th/River | TV Hwy | | Add EB right turn lane and NB left turn lane | \$ | 4,500,000 | 100% | | | \$ | 4,500,000 | 100% | \$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 | 44 | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2014-2024 | \$ 52,767 | | \$ 100 | ,648 | \$ 30,466 | \$ 131,114 |
| 3003 | Hillsboro | 69th | Quatama | Main | New 3 lane extension | \$ | 4,943,785 | 100% | | | \$ | 4,943,785 | 100% | \$4,943,785 | 2025-2039 | | \$ 1,723 | \$ | | \$ 1,892,747 | \$ 1,892,747 |
| 3004 | Hillsboro | 185th Amberglen | Walker | 1 | Intersection capacity and signal improvements | \$ | 6,000,000 | 100% | | | \$ | 6,000,000 | 100% | \$6,000,000 | 2025-2039 | ļ | | \$ | - | \$ - | \$ - |
| 3005 | Hillsboro | Pkwy/194th Extension | Cornell | Amberglen Pkwy | New 3-lane collector, Remove segment Amberglen Pkwy | \$ | 2,250,000 | 100% | | | \$ | 2,250,000 | 100% | \$2,250,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 3006 | Hillsboro | Amberglen Pkwy/194th Extension | Stucki Extension | | Signalize or construct roundabout | \$ | 1,100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 3007 | Hillsboro | Amberglen Pkwy/194th Extension | Stucki Extension | Wilkins | New 3-lane collector | \$ | 3,500,000 | 100% | | | \$ | 3,500,000 | 100% | \$3,500,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 3008 | Hillsboro | Amberglen Pkwy/194th Extension | Wilkins | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 3009 | Hillsboro | 205th/John Olson | Wilkins | MAX Light Rail | Complete bike lanes | \$ | 200,000 | 100% | | | \$ | 200,000 | 100% | \$200,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 3010 | Hillsboro | 209th | Blanton | | Signalize; turn lane improvements | \$ | 671,000 | 100% | | | \$ | 671,000 | 100% | \$671,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 3011 | Hillsboro | 209th | Kinnaman | | Signalize; turn lane improvements | \$ | 1,016,000 | 100% | | | \$ | 1,016,000 | 100% | \$1,016,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 3012 | Hillsboro | 209th | McInnis Lane | | Construct traffic signal or roundabout | \$ | 1,574,000 | 100% | | | \$ | 1,574,000 | 100% | \$1,574,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |

| | | 1 | 1 | 1 | | | | | Other | I I | | | | | Estimated | | ı | | ı | |
|---------------|------------------------|----------------------|--------------------------|------------------|---|----------|------------------------|------------------------------------|-----------------------|---------------------|-----|------------------------|-------------------|----------------------------|-------------------------|--------------|---------------------------|----------------------|-------------------------------|-------------------------------|
| | | | | | | | | Proportion of | Primary | Other Primary | | | | | Project | | | | | Total TDT and |
| Project ID | Jurisdiction | Facility | From | То | Project | Pr | oject Cost (2014\$) | Project Related to Capacity (%) | Funding Source | Funding Revenue | | ble Capacity Amount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other funding 2009-Present |
| 3013 | Hillsboro | 200th | Butternut Creek | | Signalize | s | | 100% | | | ٩ | | - 100% | \$0 | 2014-2024 | | | \$ - | s - | s - |
| | Hillsboro | 209th | Pkwy Deline | | Signalize | \$ | 364,000 | 100% | | | s. | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3015 | Hillsboro | 209th | Vermont | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3016 | Hillsboro | 209th | Murphy Lane | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3017 | Hillsboro | 67th | TV Hwy | | Close south leg and modify signal | -\$- | | - 100% | | | \$ | - | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3018 | Hillsboro | 67th | Alexander | Kinnaman | Widen to 3 lanes | \$ | 4,126,000 | 100% | | | \$ | 4,126,000 | 100% | \$4,126,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Century | Kinnaman | | construct roundabout Widen to 3 lanes: Realign and | \$ | 1,027,000 | 100% | | | \$ | 1,027,000 | 100% | \$1,027,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3020 | Hillsboro | Century | Kinnaman | Rosedale | construct Butternut Creek bridge | \$ | 16,007,000 | 100% | | | \$ | 16,007,000 | 100% | \$16,007,000 | 2025-2039 | | | \$ | \$ - | \$ - |
| | Hillsboro Hillsboro | Century 231st | Murphy MAX Light Rail | Raseline | Construct roundabout Widen to 3 lanes | \$ | 1,046,000 | 100% | | | \$ | 1,046,000 | 100% 100% | \$1,046,000 \$6,800,000 | 2025-2039 | | | \$ - \$ | \$ - \$ - | \$ - \$ - |
| | | 20100 | | Bacomic | Widen to 5 lanes with multimodal | , , | 0,000,000 | | | **** | Ψ | 6,600,000 | | 40,000,000 | | | | · T | \$ - | Ψ |
| 3023 | Hillsboro | 231st | Cornell | Campus Way | improvements | • | | 100% | Developer | \$330,000 | \$ | | - 100% | \$0 | 2014-2024 | | | \$ 1,328,708 | 5 - | \$ 1,328,708 |
| 3024 | Hillsboro | 231st | Campus Way | Cherry | Construct southbound cycle track | 9 | | 100% | Developer | \$100,000 | • | _ | 100% | 22 | 2014-2024 | | | s - | s - | \$ - |
| | | | oumpuo rruy | Onony | and west pedestrian improvements | * | | 10070 | Ботоюро | \$100,000 | | | 10070 | Ψο | | | | • | Ť | * |
| 3025 | Hillsboro | 231st | MAX Light Rail | | Signal & pedestrian crossing improvements | \$ | | 100% | Developer | \$25,000 | \$ | | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3026 | Hillsboro | Century | Johnson | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Starr | Meek | Evergreen | New 3-lane collector | \$ | 12,000,000 | 100% | | | \$ | 12,000,000 | 100% | \$12,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro Hillsboro | Starr Starr | Huffman Evergreen | | Signalize Signalize | \$ | 364,000 364,000 | 100% | | | \$ | 364,000 364,000 | 100% | \$364,000 \$364,000 | 2014-2024 2025-2039 | | | \$ - \$ - | \$ - \$ - | \$ - |
| 3030 | Hillsboro | 25th Ave | Cornell | | Intersection capacity and signal imp | \$ | 6,000,000 | 100% | MSTIP | \$ 5,000,000 | \$ | 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | \$ 861,989 | \$ - | \$ 1,541,756 | \$ 1,541,756 |
| | Hillsboro | 30th | Meek | Evergreen | New 3 lane collector | \$ | 15,250,000 364.000 | 100% | | | \$ | 15,250,000 | 100% | \$15,250,000 | 2025-2039 | | | \$ 893,409 | \$ 110,634 | \$ 1,004,043 |
| | Hillsboro | 30th | Huffman | | Signalize Signalize and add EB, WB, SB | \$ | | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3033 | Hillsboro | 30th | Evergreen | | right turn lanes | Þ | 1,291,000 | 100% | | | \$ | 1,291,000 | 100% | \$1,291,000 | 2025-2039 | | | \$ - | 5 - | \$ - |
| 3034 | Hillsboro | Airport (Butler) | Brookwood | Dawson Cr | Widen to 3 lanes and install new signal at Brookwood Pkwy | \$ | 1,100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3035 | Hillshoro | Blanton- | 67th | 209th | New 3 lane collector | e | | 100% | | | s | | - 100% | \$0 | 2014-2024 | | | \$ - | s - | s - |
| 5055 | HillSb010 | Extension | Town Center | 203111 | New 3 lane collector | ų | | 100% | | | • | | 100% | \$0 | 2014 2024 | | | Ψ - | Ψ - | Ψ - |
| 3036 | Hillsboro- | Blanton Extension | Drive | | Signalize | \$ | | 100% | | | \$ | | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Blanton | West | | | | | | | | | | | | | | | | | |
| 3037 | Hillsboro | Extension | Neighborhood Route | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3038 | Hillsboro | Aloclek | Walker | Cornelius Pass | Extend 3 lane | \$ | 3,909,666 | 100% | | | \$ | 3,909,666 | 100% | \$3,909,666 | 2014-2024 | | | \$ - | \$ 449,709 | \$ 449,709 |
| 3039 | Hillsboro | Walker | Cornelius Pass | John Olsen | Widen to 3 lane | \$ | 2,932,250 | 100% | | | \$ | 2,932,250 | 100% | \$2,932,250 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3040 | Hillsboro | Walker Extension | Amberbrook | Stucki extension | Extend 3 lanes | \$ | 1,400,000 | 100% | | | \$ | 1,400,000 | 100% | \$1,400,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3041 | Hillsboro | Walker | 194th | | Signalize | s | 364,000 | 100% | | | \$ | 364.000 | 100% | \$364.000 | 2014-2024 | | | s - | s - | s - |
| | Thiisboro | Extension | 13401 | | Add EB Left turn lane and | Ψ | 001,000 | 10070 | | | Ψ | 304,000 | 10070 | ψου-1,000 | | | | • | Ψ | Ψ |
| 3042 | Hillsboro | Bentley | Brookwood | | Signalize | \$ | 1,100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ 137,100 | \$ - | \$ 137,100 |
| 0040 | | Blanton- | East | | 0. " | • | | 40001 | | | • | | 4000/ | ** | 0044.0004 | | | • | | |
| 3043 | Hillsboro- | Extension | Neighborhood Route | | Signalize | * | - | 100% | | | ->- | - | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3044 | Hillsboro | Brookwood | US-26 | Evergreen | Widen to 7 lanes, add turn lanes | s | | 100% | | | \$ | _ | - 100% | \$ 0 | 2014-2024 | | | \$ 1,597,643 | \$ 16,015,075 | \$ 17,612,718 |
| | 1-11100010 | BIOOKII OOG | 00-20 | | and aux lanes at Evergreen Add SB through lane, Add EB and | Ψ | | 10070 | | | - | | 10070 | 40 | 20112021 | | | | | |
| 3045 | Hillsboro | Brookwood | Cornell | | WB 2nd Left Turn Lanes | \$ | 5,500,000 | 100% | | | \$ | 5,500,000 | 100% | \$5,500,000 | 2014-2024 | | | \$ 532,548 | \$ 1,317,835 | \$ 1,850,382 |
| 3046 | Hillsboro | Campus Ct | West terminus | Ray Circle | Construct new 2/3 lane collector | \$ | 1,800,000 | 100% | Developer | \$100,000 | \$ | 1,700,000 | 100% | \$1,700,000 | 2014-2024 | | | \$ 2,431,571 | \$ - | \$ 2,431,571 |
| | | extension | | - | New 3 lane and bridge over Rock | | | | -, | , | | | | , , , | | | | | | |
| 3047 | Hillsboro | Century | Baseline | Lois | Creek | \$ | 16,500,000 | 100% | | | \$ | 16,500,000 | 100% | \$16,500,000 | 2014-2024 | | \$ 1,187,691 | \$ 1,225,008 | \$ 5,044,171 | \$ 6,269,179 |
| 3048 | Hillsboro | Century/229th | West Union | Evergreen | Extend 3 lane, including Hwy 26 overcrossing | \$ | 21,000,000 | 100% | | | \$ | 21,000,000 | 100% | \$21,000,000 | 2014-2024 | | | \$ 3,906,847 | \$ 85,530 | \$ 3,992,377 |
| | | - | | _ | Widen to 5 lanes; Reconstruct | | | | | | | | | | | | | | | |
| 3049 | Hillsboro | Century | Johnson | Alexander | Railroad crossing, Add EB right | \$ | 7,943,000 | 100% | | | \$ | 7,943,000 | 100% | \$7,943,000 | 2014-2024 | | \$ 3,868,682 | \$ - | \$ 13,914,573 | \$ 13,914,573 |
| | | , | | | turn lane, EB bus pullout, Modify TV Hwy signal | | | | | | | ,, | | , ,- ,,, | | | | | | |
| 3050 | Hillsboro | Century | Alexander | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3051 | Hillsboro | Century | Alexander | Old UGB | Construct multi-modal improvements | \$ | 519,000 | 100% | | | \$ | 519,000 | 100% | \$519,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3052 | Hillsboro | Century | Davis | 67th | New 3 lane collector | \$ | 5,127,000 | 100% | | | \$ | 5,127,000 | 100% | \$5,127,000 | 2014-2024 | | | \$ 57,678 | \$ - | \$ 57,678 |
| 2052 | 1131-6 | 0 " 0 | 0 | 1 114/1/ 00 | 2nd NB right turn lane to US26 | | | 40001 | Developer, | | • | | 4000/ | ** | 2044 2024 | | | ¢ 044.770 | £ 47.704.400 | £ 40.040.400 |
| 3053 | Hillsboro | Cornelius Pass | Cornell | HWY 26 | East, and multimodal- enhancements- | 3 | - | 100% | ODOT, TIF, & MSTIP | | \$ | | - 100% | \$0 | 2014-2024 | | | \$ 344,778 | \$ 17,701,402 | \$ 18,046,180 |
| | | | | | Extend Cornelius Pass Road south, | | | | | | | | | | | | | | | |
| 3054 | Hillsboro | Cornelius Pass | TV Hwy | | Construct at-grade rail crossing | \$ | 27,429,000 | 100% | | | \$ | 27,429,000 | 100% | \$27,429,000 | 2014-2024 | | | \$ - | s - | \$ - |
| 3034 | i iiiiaDUIU | Cornelius Fass | ı v riwy | | and close private crossings, Add | Ф | 21,429,000 | 100% | | | Φ | £1,429,000 | 100% | φ21,429,000 | 2014-2024 | | | Ψ - | - | · - |
| | | | | | intersection capacity, modify signal | | | | | | | | | | | | | | | |
| | | | | | Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to | | | | | | | | | | | | | | 1 | |
| 3055 | Hillsboro | Cornelius Pass | TV Hwy | Rosedale | Rosedale, 7-lane ROW TV Hwy to | \$ | 45,848,000 | 100% | | | \$ | 45,848,000 | 100% | \$45,848,000 | 2014-2024 | | \$ 4,024,022 | \$ 6,212 | \$ 4,378,227 | \$ 4,384,438 |
| | | | | | Alexander-Blanton; Construct Butternut Creek 5-lane bridge | | | | | | | | | | | | | | 1 | |
| | | l | l | l | Dutternut Creek 3-lane bridge | | | <u> </u> | | l | | | | | l | | l | | l | |

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Appendix A: TDT Road Project List Expenditures FY 2022-23

| | | | | | | | | Proportion of | Other Primary | Other Primary | | | | | Estimated Project | | | | | Total T | TDT and |
|-------------------|------------------------|----------------------------------|-------------------------------|-----------------------|--|----|------------------------|---------------------------------|-------------------|--------------------|-----------|-------------------------|-------------------|---------------------------|-------------------------|--------------|--|----------------------|-------------------------------|-------------------|--------------------|
| Project ID | Jurisdiction | Facility | From | То | Project | | oject Cost (2014\$) | Project Related to Capacity (%) | Funding Source | Funding Revenue | | ible Capacity Amount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other f 2009-F | funding Present |
| | Hillsboro | Cornelius Pass | Town Center X- ing | | Construct signalized Z-crossing | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3057 | Hillsboro | | Blanton | | Signalize and add turn lanes | \$ | 724,000 | 100% | | | \$ | 724,000 | 100% | \$724,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3058 | | Cornelius Pass Cornelius Pass | | | Signalize Signalize | \$ | 364,000 364,000 | 100% 100% | | | \$ | 364,000 364,000 | 100% | \$364,000 \$364.000 | 2014-2024 | | | \$ - \$ - | \$ - | \$ | |
| | | | | | | \$ | , | | | | | / | | | | | | \$ - | \$ - | \$ | |
| | Hillsboro | | Butternut Creek | | Signalize | , | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | Ψ | \$ - | Þ | |
| 3061 | Hillsboro Hillsboro | Cornelius Pass Cornelius Pass | Deline | | Signalize Signalize | \$ | 364,000 364.000 | 100% 100% | | | \$ | 364,000 364,000 | 100% | \$364,000 \$364,000 | 2014-2024 2014-2024 | | | \$ - \$ - | \$ - | \$ | - - |
| 3063 H | Hillsboro | Cornelius Pass | | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3064 | Hillsboro | Cornelius Pass | Rosedale | | Construct roundabout or signal | \$ | 1,408,000 | 100% | | | \$ | 1,408,000 | 100% | \$1,408,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3065 H | Hillsboro | Cornell | Arrington | Main | Widen 5 lane, Construct Intersection capacity/signal and/or safety improvements | \$ | 15,000,000 | 100% | | | \$ | 15,000,000 | 100% | \$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 | \$ | | 100% | | | \$ | _ | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3067 H | Hillsboro | Cornell | Amberbrook | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3068 H | Hillsboro | Cornell | 185th | | Add EB right turn lane and 3rd SB through lane | \$ | 1,200,000 | 100% | | | \$ | 1,200,000 | 100% | \$1,200,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3069 | Hillsboro | Davis Extn | River Rd | South CWS boundary | construct 2/3 lane collector, modify- traffic signal | \$ | | 100% | | | \$ | - | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3070 H | Hillsboro | Edgeway (Salix Ext) | Holly | Walker | New 3 lane extension | \$ | 4,000,000 | 100% | | | \$ | 4,000,000 | 100% | \$4,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3071 H | Hillsboro | Evergreen | Jackson School (south) | 15th | Widen to 5 lanes | \$ | 6,500,000 | 100% | | | \$ | 6,500,000 | 100% | \$6,500,000 | 2025-2039 | | Ì | \$ - | \$ - | \$ | - |
| 3072 H | Hillsboro | Evergreen | 229th | | Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3073 H | Hillsboro | Evergreen | Imbrie | | Add second eastbound left turn | \$ | 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3074 Þ | Hillsboro | Evergreen | Cornelius Pass | | Add 2nd SB, and NB Left Turn- Lanes, Add NB and WB Right Turn- Lanes | \$ | | _ 1 00% | MSTIP | | \$ | _ | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3075 | Hillsbore | Evergreen | Cornelius Pass | 215th | Add bicycle lanes, including rail— erossing removal/grade— adjustments. Add WB right turn— lane at Cornelius Pass, including— Ped island | \$ | | 100% | Developer | | \$ | | - 100% | \$0 | 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 | 100% | | | \$ | 1,067,000 | 100% | \$1,067,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3077 H | Hillsboro | Grant | Cornell | | Add eastbound/westbound left turn lanes | \$ | 1,000,000 | 100% | | | \$ | 1,000,000 | 100% | \$1,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3078 H | Hillsboro | Harewood | at Jackson School | | Construct Roundabout | \$ | 772,466 | 100% | | | \$ | 772,466 | 100% | \$772,466 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3079 H | Hillsboro | Huffman | Jackson School | Brookwood | Construct 3 or 5-lane arterial | \$ | 67,000,000 | 100% | | | \$ | 67,000,000 | 100% | \$67,000,000 | 2014-2024 | | | \$ 429 | \$ - | \$ | 429 |
| 3080 H | Hillsboro | Imbrie | Evergreen | Cornelius Pass | Widen to accommodate second EB lane | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3081 | Hillsboro | Imlay | TV Hwy | | Signalize | \$ | 364,000 | 75% | | | \$ | 273,000 | 100% | \$273,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3082 H | Hillsboro | Jackson School | Evergreen | Grant | Widen to 3 lanes | \$ | 7,000,000 | 100% | MSTIP | \$5,000,000 | \$ | 2,000,000 | 100% | \$2,000,000 | 2014-2024 | \$ 208,238 | \$ 3,122,556 | \$ 17,590,83 | \$ 16,742,10 | \$ 34,3 | 332,932 |
| | Hillsboro | Jacobson | Century | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | s - | \$ - | \$ | |
| 3084 H | Hillsboro | Jacobson | Croeni | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3085 H | Hillsboro | Kinnaman | 229th West | 209th | New 3 lane collector | \$ | 9,916,000 | 100% | | | \$ | 9,916,000 | 100% | \$9,916,000 | 2014-2024 | | <u> </u> | \$ - | \$ - | \$ | - |
| 3086 H | Hillsboro | Kinnaman | Neighborhood Route | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | Kinnaman | East Neighborhood Route | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Hillsboro Hillsboro | | 1st West UGB | Starr | Add westbound right turn Widen to 3 lanes | \$ | 13 500 000 | - 100% 100% | | | <u>\$</u> | 13.500.000 | - 100% 100% | \$0 \$13,500,000 | 2014-2024 2025-2039 | | | \$ - | \$ - | \$ | - |
| | | Minter Bridge | | South UGB | Construct ped/bike improvements | \$ | 2,250,000 | 100% | | | \$ | 2,250,000 | 100% | \$2,250,000 | 2014-2024 | | <u> </u> | \$ - | \$ - | \$ | |
| 3091 H | Hillsboro | Quatama | 227th | 205th | Widen to 3 lanes | \$ | 8,210,299 | 100% | | | \$ | 8,210,299 | 100% | \$8,210,299 | 2025-2039 | | \$ 2,861 | \$ - | \$ 3,159,183 | | 159,183 |
| 3092 H | Hillsboro Hillsboro | River Rosedale | Rood Bridge River Rd | | Add eastbound right turn lane | \$ | 750,000 1,031,000 | 100% 100% | | - | \$ | 750,000 1 031 000 | 100% | \$750,000 \$1,031,000 | 2025-2039 | | - | \$ - \$ - | \$ 26,94 | \$ | 26,947 |
| | Hillsboro Hillsboro | Rosedale | River Rd | 229th | Construct roundabout Widen 2-lane, add shoulder improvements | \$ | 1,321,000 | 100% | | | \$ | 1,321,000 | 100% | \$1,031,000 | 2025-2039 | | | \$ - | \$ - | \$ | |
| 3095 H | Hillsboro | Rosedale | Century | | Add EB left turn lane | \$ | 380,000 | 100% | | | \$ | 380,000 | 100% | \$380,000 | 2025-2039 | | + | \$ - | \$ - | \$ | - |
| 3096 H | Hillsboro | Rosedale | Century | 209th | Widen to 3 lanes | \$ | 4,986,000 | 100% | | | \$ | 4,986,000 | 100% | \$4,986,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Hillshoro | Rosedale Stucki Extension | 209th Walker | Wilkins extension | Signalize New 3-lane Collector with Multi- modal improvements; 5-lane at Walker Road approach, Realign | \$ | 364,000 15,000,000 | 100% | | | \$ | 364,000 15,000,000 | 100% | \$364,000 \$15,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3099 H | Hillsboro | Stucki Extension | Wilkins Extension | | Stucki North of Walker Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3100 H | Hillsboro | Stucki Extension | Wilkins | 205th/206th | New 3-lane collector with Multi- modal improvements | \$ | 6,500,000 | 100% | | | \$ | 6,500,000 | 100% | \$6,500,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |

| Project ID | Jurisdiction | Facility | From | То | Project | F | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | ole Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | TDT 20 | | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
|---------------|------------------------------|-------------------------|-----------------------|----------------------------|--|------|--------------------------|---|---------------------------------------|-------------------------------------|----------|------------------------|-----------------|------------------------------|--|--------------|---------------------------|-----------------------|-------|-------------------------------|--|
| 3101 | Hillsboro | Stucki extension | 205th/206th | | Signalize or construct roundabout | \$ | 1,100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 3102 | Hillsboro | Murphy | Century | 209th | New 3 lane collector | \$ | 9.047.000 | 100% | | | \$ | 9.047.000 | 100% | \$9.047.000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 3103 | Hillsboro | Wilkins | 194th extension | 185th | New 3 lane extension | \$ | 16,000,000 | 100% | | | \$ | 16,000,000 | 100% | \$16,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 3104 | Hillsboro | Witch Hazel | River | | signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ | - | \$ 220,980 | \$ 220,980 |
| 3105 | Hillsboro | Hidden Creek | 49th | 53rd | New 3-lane collector | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2014-2024 | \$ 516 | \$ 36 | \$ 5,098 | 3,681 | \$ 795,315 | \$ 5,893,996 |
| 3106 | Hillsboro | Schaaf | Helvetia | 520 ft east of Helvetia | Right-of-way acquisition only | \$ | 600,000 | 100% | | | \$ | 600,000 | 100% | \$600,000 | 2014-2024 | | | \$ | - | \$ - | |
| 3107 | Hillsboro | Meek | West UGB | Jackson School | Safety improvements | \$ | 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2014-2024 | | | \$ | - | \$ - | |
| 3108 | Hillsboro | Evergreen | Town Center | 185th | Construct 2nd Westbound through lane | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ | - | \$ - | |
| 3109 | Hillsboro | 185th | Evergreen | Sunset Hwy | Extend northbound right-turn lane to Evergreen, provide dual right- turns onto WB on-ramp | \$ | 3,500,000 | 100% | | | \$ | 3,500,000 | 100% | \$3,500,000 | 2014-2024 | | | \$ | - | \$ - | |
| 3110 | Hillsboro | 47th | Brookwood/Ihly | Hidden Creek | Improve 2-lane roadway and construct sidewalk | \$ | 3,000,000 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3111 | Hillsboro | Huffman (east leg) | Brookwood | | Add second eastbound receiving lane on eastern leg of intersection | \$\$ | 4,200,000 | 100% | | | \$ | 4,200,000 | 100% | \$4,200,000 | 2018-2024 | | | \$ | - | \$ - | |
| 3112 | Hillsboro | Jackson School | US 26 WB Ramps | Meek | Intersection improvements | \$ | 8,356,000 | 100% | | | \$ | 8,356,000 | 100% | \$8,356,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3113 | Hillsboro | Jackson School | Waible Creek | Evergreen | Widen 3-Lane Arterial | \$ | 8,700,000 | 100% | | | \$ | 8,700,000 | 100% | \$8,700,000 | 2014-2024 | | | \$ | - | \$ - | |
| 3114 | Hillsboro | Sewell Avenue | Meek | Evergreen | Construct 2-Lane Collector | \$ | 9,800,000 | 100% | | | \$ | 9,800,000 | 100% | \$9,800,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3115 | Hillsboro | 25th | Jackson School | Beacon | Construct 3-Lane Arterial and Realignment | \$ | 18,978,000 | 100% | | | \$ | 18,978,000 | 100% | \$18,978,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3116 | Hillsboro | Jackson School | Huffman | | Signalize or Roundabout | \$ | 1,108,000 | 100% | | | \$ | 1,108,000 | 100% | \$1,108,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3117 | Hillsboro | Jackson School | 25th | | Signalize | \$ | 500,000 | 75% | | | \$ | 375,000 | 100% | \$375,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3118 | Hillsboro | TV Hwy | Brookwood | | Add SB Right-Turn Lane and Dual WB Left-Turn Lanes | \$ | 3,812,000 | 100% | | | \$ | 3,812,000 | 100% | \$3,812,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3119 | Hillsboro | Brookwood | Alexander | River | Construct 3-Lane Arterial and Gordon Creek Bridge | \$ | 21,600,000 | 100% | | | \$ | 21,600,000 | 100% | \$21,600,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3120 | Hillsboro | Brookwood | Hazeltine | | Construct Roundabout or Traffic | \$ | 1,108,000 | 100% | | | \$ | 1,108,000 | 100% | \$1,108,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3121 | Hillsboro | Brookwood | Davis | | Signalize | \$ | 471,000 | 75% | | | \$ | 353,250 | 100% | \$353,250 | 2025-2039 | | | \$ | - | \$ - | |
| | Hillsboro | River | Pheasant | | Signalize | \$ | 453,000 | | | | \$ | 339,750 | 100% | \$339,750 | 2025-2039 | | | \$ | - | \$ - | |
| 3123 | Hillsboro Hillsboro | River Baseline/ Main | Brookwood Century | | Construct Roundabout Add SB, EB, WB Right-Turn Lanes | \$ | 1,108,000 3,480,000 | 100% 100% | | | \$ | 1,108,000 3,480,000 | 100% | \$1,108,000 \$3,480,000 | 2025-2039 | | | \$ | - | \$ - | |
| | Hillsboro | Helvetia | West Union | US26 | Construct 3-Lane Arterial | \$ | 8,800,000 | 100% | | | \$ | 8,800,000 | 100% | \$8,800,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3126 | Hillsboro | West Union | Helvetia | Cornelius Pass | Construct 3-Lane Arterial | \$ | 15,900,000 | 100% | | | \$ | 15,900,000 | 100% | \$15,900,000 | 2025-2039 | | | \$ | - | \$ - | |
| 3127 | Hillsboro Hillsboro | Gibbs | Walker | Stucki | Construct 3-Lane Collector Signalize | \$ | 1,428,000 450,000 | 100% 75% | | | \$ | 1,428,000 337,500 | 100% | \$1,428,000 \$337,500 | 2014-2024 2025-2039 | | | \$ | - | \$ - | |
| | Hillsboro | Brookwood | US26 WB Ramps | | Modify signal control, lane configuration, and signage for WB to SB Exit Ramp | \$ | 810,000 | 75% 75% | | | \$ | 607,500 | 100% | \$607,500 | 2025-2039 | | | \$ | - | \$ - | |
| 3130 | Hillsboro | Brookwood | US26 EB Ramps | | Add Dual NB Right-Turn Lanes | \$ | 2,400,000 | 100% | | | \$ | 2,400,000 | 100% | \$2,400,000 | 2025-2039 | | | \$ | - | \$ - | |
| | Hillsboro | River | Davis | UGB | Widen to 3-Lane Arterial | \$ | 7,455,000 | 100% | | | \$ | 7,455,000 | 100% | \$7,455,000 | 2025-2039 | | | \$ | - | \$ - | |
| | Hillsboro Hillsboro | Hazeltine Brookwood | Croscopt Trail | UGB | Construct 2-Lane Collector Construct grade-separated trail | \$ | 5,151,000 3,500,000 | 100% 100% | | | \$ \$ | 5,151,000 3,500,000 | 100% | \$5,151,000 \$3,500,000 | 2025-2039 | | | \$ | | \$ - | |
| 3134 | | | Crescent Trail | <u> </u> | overcrossing | • | | 100% | | | • | | 100% | | 2025-2039 | | 40.000.55 | Ψ | | Ψ | 0.440.704.: |
| 8300 | Hillsboro King City | TOTAL 131st | Beef Bend | Fischer | Improve to collector standards | \$ | 597,068,466 1,600,000 | 100% | | | \$ 5 | 1,600,000 | 86% | \$586,206,466 \$1,376,000 | 2014-2024 | \$ 261,521 | \$ 13,069,561 | \$ 35,252 \$ 1,791 | | | \$ 118,724,450 \$ 1,791,890 |
| 3300 | King City | TOTAL | Peer Pelin | I SOLICI | improve to collector StandardS | \$ | 1,600,000 | 100% | | | \$ | 1,600,000 | 00% | \$1,376,000 | 2014-2024 | \$ - | \$ - | \$ 1,79 | | \$ - | \$ 1,791,890 |
| 9600 | North Plains | Commercial | Main | Glencoe | Widen street, add parking, bike and pedestrian facilities | \$ | 4,320,000 | 100% | | | \$ | 4,320,000 | 100% | \$4,320,000 | 2022-2032 | | | \$ | - | \$ - | \$ - |
| 9601 | North Plains | Cottage | Gordon | 321st | Construct new two-lane collector | \$ | 1,300,000 | 100% | | | \$ | 1,300,000 | 100% | \$1,300,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | North Plains | Main | Commercial | Pacific | Widen street, add parking, bike and pedestrian facilities | \$ | 1,250,000 | 100% | | | \$ | 1,250,000 | 100% | \$1,250,000 | 2014-2024 | | | \$ | | \$ - | \$ - |
| 9603 9604 | North Plains North Plains | Pacific West Union | Glencoe Glencoe | Jackson School | Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails | \$ | 297,102 2,365,000 | 75% 50% | | | \$ | 1,182,500 | 100% | \$222,827 \$1,182,500 | 2025-2039 | \$ 92,014 | \$ 3,217 | \$ 2,020 | | \$ - \$ 1,413,060 | \$ 3,433,367 |
| 9605 | North Plains | Glencoe | RR Tracks | North UGB | Add bike and pedestrian facilities and planter strip | \$ | 865,000 | 100% | | | \$ | 865,000 | 100% | \$865,000 | 2018-2024 | | | \$ | - | \$ - | |
| 9606 | North Plains | North | Shadybrook | Gordon | Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. | \$ | 3,000,000 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2018-2026 | | | \$ | - | \$ - | |
| | North Plains | Glencoe | Commercial | | Add traffic signal or roundabout | \$ | 7,000,000 | 100% | MSTIP | 6,000,000 | \$ | 1,000,000 | 100% | \$1,000,000 | 2023-2028 | | | \$ | - | \$ - | |
| | North Plains North Plains | 322nd Ave Gordon | Pacific Commercial | Cottage North | New north-south collector street Add sidewalks and bike lanes | \$ | 400,000 2.125.000 | 100% 100% | | | \$ \$ | 400,000 2 125 000 | 100% 100% | \$400,000 \$2,125,000 | 2019-2025 | | | \$ | - | \$ - | |
| 9009 | INOTHI Plains | GUIUUII | Commercial | INUIUI | Aug Sidewalks and Dike lanes | Þ | ۷,۱۷۵,000 | 100% | | | φ | 2,125,000 | 100% | φ∠, ι∠5,000 | 2020-2020 | | | φ | - | Ψ - | |

| | | | | | | | | Other | | | | | Estimated | 1 | | | | | |
|---------------|--------------|-----------------------------------|--|--------------|---|--------------------------|---|------------------------------|-------------------------------------|------------------------|-------------------|------------------------|------------------------------------|--------------|---------------------------|---------------------|-----------------------------|--------|--|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Primary Funding Source | Other Primary Funding Revenue | ole Capacity Amount | Growth Share | Eligible SDC Amount | Project Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | DT 2009- Present | Other Fundir 2009-Preser | g o | Total TDT and other funding 2009-Present |
| 9610 | North Plains | 313th | Commercial | Highland Ct | Add sidewalks, bike lanes and planter strips | \$ 1,305,000 | 100% | | | \$ 1,305,000 | 100% | \$1,305,000 | 2019-2025 | | | \$ - | \$ - | | |
| 9611 | North Plains | Pacific | Glencoe | 322nd | Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs | \$ 3,695,000 | 100% | | | \$ 3,695,000 | 100% | \$3,695,000 | 2019-2025 | | | \$ - | \$ - | | |
| 9612 | North Plains | Glencoe | North | | Roundabout or signalization and left-turn lane | \$ 750,000 | 100% | | | \$ 750,000 | 100% | \$750,000 | 2019-2025 | | | \$ - | \$ - | | |
| | North Plains | TOTAL | | | icit turritane | \$ 28,672,102 | | | | \$ 21,415,327 | | \$21,415,327 | | \$ 92,014 | \$ 3,217 | \$ 2,020,306 | \$ 1,413,0 | 0 \$ | 3,433,367 |
| 4000 | Sherwood | OR 99W | Edy | Sunset | Install missing pedestrian crossings at existing signalized intersections. | \$ | 100% | | | \$ _ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4001 | Sherwood | OR 99W | Ice Age Tonquin Trail | | Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections | \$ 21,000,000 | 100% | | | \$ 21,000,000 | 100% | \$21,000,000 | 2025-2035 | \$ 51,583 | \$ 606,941 | \$ 1,715,104 | \$ 883,0 | \$ \$ | 2,598,173 |
| 4002 | Sherwood | Arrow | Langer Farms | Gerda | Construct new 2-lane road to collector standards | \$ 7,427,562 | 100% | | | \$ 7,427,562 | 100% | \$7,427,562 | 2025-2039 | \$ 28,937 | | \$ 96,609 | \$ - | \$ | 96,609 |
| 4003 | Sherwood | Arrow/ Galbreath | Gerda | Cipole | Construct 2-lane collector road | \$ 2,317,399 | 100% | | | \$ 2,317,399 | 100% | \$2,317,399 | 2014-2024 | \$ 9,645 | | \$ 43,482 | \$ - | \$ | 43,482 |
| 4004 | Sherwood | Baker | Sunset | UGB south | Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips. | \$ 779,000 | 100% | | | \$ 779,000 | 100% | \$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 | 100% | | | \$ 3,802,000 | 100% | \$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 | \$ 21,400,000 | 100% | | | \$ 21,400,000 | 100% | \$21,400,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4007 | Sherwood | Brookman | OR 99W | Ladd Hill | Add turn lanes and center median | \$ 13,440,917 | 100% | | | \$ 13,440,917 | 100% | \$13,440,917 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4008 | Sherwood | Brookman | Middleton | | Traffic control improvements; add turn lane and relocate stop signage | \$ 250,000 | 75% | | | \$ 187,500 | 100% | \$187,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Sherwood | Cedar Brook | Elwert | Handley | Construct 2-lane collector road Improve 3-leg intersection, possible | \$ 13,000,000 | 100% | | | \$ 13,000,000 | 100% | \$13,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 4010 | Sherwood | Edy | Borchers | | roundabout | \$ 2,000,000 | 100% | | | \$ 2,000,000 | 100% | \$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 | 100% | | | \$ 8,600,000 | 100% | \$8,600,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4012 | Sherwood | Edy/Sherwood | Borchers | 3rd | Add turn lanes and center median | \$ 7,427,562 | 100% | | | \$ 7,427,562 | 100% | \$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 | 100% | | | \$ 1,070,000 | 100% | \$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 | 100% | | | \$ 3,400,000 | 100% | \$3,400,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 4015 | Sherwood | Elwert | Edy | SW Haide | Widen to 3-lane arterial status with turn lanes, bike lanes, sidewalks, and planter strip. | \$ 10,500,000 | 100% | | | \$ 10,500,000 | 100% | \$10,500,000 | 2014-2024 | | | \$ ÷ | \$ - | \$ | - |
| 4016 | Sherwood | Elwert | Kruger | OR 99W | Add lanes, turn lanes, medify signal and phasing at intersection with — Hwy 99W, and install roundabout— at intersection of Cedar Brook Way- extension with Elwert- | \$ | — 1 00% | | | \$ _ | – 100% | \$0 | 2014-2024 | | \$ 209,585 | \$ 802,331 | \$ 21,352,10 | \$7 \$ | 22,154,499 |
| 4017 | Sherwood | Elwert | Edy | | Intersection improvement | \$ 5,500,000 | 100% | | | \$ 5,500,000 | 100% | \$5,500,000 | 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 | 100% | | | \$ 8,190,000 | 100% | \$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 | 100% | | | \$ 6,340,000 | 100% | \$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 | 100% | | | \$ 2,000,000 | 100% | \$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 | 100% | | | \$ 3,243,000 | 100% | \$3,243,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |

| | | | | | | | | Other | | | | | | Estimated | | | ı | | | | |
|---|--|---|---|--------------|--|--|---|------------------------------|--|-----------|------------------------|-------------------|---|-------------------------------------|--------------|---------------------------|--------|--------------------|-----------------------------|-------|--|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Primary Funding Source | Other Primary Funding Revenue | | e Capacity mount | Growth Share | Eligible SDC Amount | Project Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | | 2009- esent | Other Fundin 2009-Preser | ng i | Total TDT and other funding 2009-Present |
| 4022 | 2 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 | \$ 8,400,0 | 00 100% | | | \$ | 8,400,000 | 100% | \$8,400,000 | 2014-2024 | \$ 719 | \$ 121,877 | \$ 3 | 321,426 | \$ 231,63 | 34 \$ | 553,060 |
| 4023 | Sherwood | Oregon | Tonquin | | Construct roundabout north of Oregon St/Murdock Roundabout | \$ 2,940,0 | 00 100% | | | \$ | 2,940,000 | 100% | \$2,940,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 4024 | Sherwood | Pine | Division | Sunset | New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened. Phase 2: upgrade road to collector standards. | \$ 2,800,0 | 00 100% | | | \$ | 2,800,000 | 100% | \$2,800,000 | 2014-2024 | | | \$ | - | \$ 80,1 | 13 \$ | 80,113 |
| 4025 | 5 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 | \$ 900,0 | 00 25% | | | \$ | 225,000 | 100% | \$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 | \$ 386,2 | | , | | \$ | 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 4027 | Sherwood | Sunset | Main | | Install Traffic Signal | \$ 250,0 | 00 100% | | | \$ | 250,000 | 100% | \$250,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 4028 | 3 Sherwood | Sunset | Eucalyptus | Aldergrove | Upgrade road to 3-lane arterial with bike lanes, sidewalks, planter strips. Address vertical sight distance issue near Pine Street. | \$ 8,316,0 | 100% | | | \$ | 8,316,000 | 100% | \$8,316,000 | 2014-2024 | | | \$ | - | \$ - | \$ | ; - |
| 4029 | Sherwood | Sunset | Timbrel | | Install single lane roundabout | \$ 300,0 | 00 100% | | | \$ | 300,000 | 100% | \$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 | \$ 13,000,0 | 00 100% | | | \$ | 13,000,000 | 100% | \$13,000,000 | 2025-2039 | | | \$ | 17,999 | \$ 88,40 | 02 \$ | 106,401 |
| 4031 | Sherwood | Hwy 99W | Sunset | | Construct a 630 foot long 12 foot wide pedestrian bridge across 99W, Elwert and Kruger | \$ 22,500,0 | 100% | | | \$ | 22,500,000 | 100% | \$22,500,000 | 2020-2025 | | | \$ | - | \$ - | \$ | - |
| E000 | Sherwood | TOTAL | | | Tr | \$ 201,479,6 | | | | | 00,742,173 | | \$200,742,173 | 0005 0000 | \$ 90,883 | \$ 938,404 | | 996,952 | \$ 22,635,3 | 85 \$ | 25,632,337 |
| 5000 | Tigard Tigard | 68th 68th | OR 99W Atlanta | Haines | Intersection improvement Intersection improvement | \$ 2,394,6 \$ 2,000.0 | | | | \$ | 2,394,646 | 100% 100% | \$2,394,646 \$2,000,000 | 2025-2039 2025-2039 | | | \$ | - | \$ - | \$ | · - |
| | Tigard | 72nd | OR 99W | | Turn lanes Complete Street, consistent with | \$ 2,000,0 | | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Tigard | 72nd | OR 99W | Hampton | adopted plan up to 5-lanes Add southbound right turn & | \$ 15,000,0 | | | | | 15,000,000 | 100% | \$15,000,000 | 2014-2024 | \$ 29,440 | | \$ | 29,838 | \$ - | - 1 | |
| 5004 | Tigard | 72nd | Hampton | Hunziker | protected left turn phasing | \$ 386,2 | 33 100% | | | \$ | 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 5005 | Tigard | 72nd | Hampton | Hunziker | Expand the 217 overpass at 72nd Ave. to accommodate all modes up to 5 lanes | \$ 30,000,0 | 100% | | | \$ | 30,000,000 | 100% | \$30,000,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 5006 | Tigard | 72nd | Hunziker | Bonita | Complete missing sidewalks and | \$ 7,261,1 | 35 100% | | | \$ | 7,261,185 | 100% | \$7,261,185 | 2014-2024 | | | \$ | - | \$ - | \$ | ; - |
| 5007 | ŭ | 72nd | Bonita | | bike lanes Intersection improvement | \$ 1,114,1 | | | | \$ | 1,114,134 | 90% | \$998,380 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 5008 | Tigard | 72nd | Bonita | Durham | Complete Street, consistent with adopted plan up to 5-lanes | \$ 9,269,5 | 98 100% | | | \$ | 9,269,598 | 100% | \$9,269,598 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 5009 | Tigard | 72nd | Carman | | NB right turn lane | \$ 308,9 | 37 100% | | | \$ | 308,987 | 100% | \$308,987 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 5010 | Tigard | 72nd | Upper Boones Ferry | | Intersection improvement & signal upgrade | \$ 1,544,9 | 33 100% | | | \$ | 1,544,933 | 89% | \$1,368,928 | 2025-2039 | | | \$ | 13,124 | \$ - | \$ | 13,124 |
| | Tigard | OR 99W | Walnut | Gaarde | Intersection improvements | \$ 5,000,0 | 00 100% - 100% | | | \$ | 5,000,000 | 84% | \$4,220,000 | 2014-2024 2025-2039 | | | \$ | 223,301 | \$ 3,894,0 | \$ | 5 5,117,375 |
| 5013 | Tigard Tigard | OR 99W OR 99W | McDonald Durham | Gaarde | WB right turn lane Intersection improvements | \$ 10,000,0 | | | | \$ \$ | 10,000,000 | 91% 99% | \$0 \$9,860,000 | 2014-2024 | | | \$ 1,2 | - | \$ 3,094,0 | /3 \$ | 5 5,117,575 |
| 5014 | Tigard | 121st | North Dakota | | New signal system | \$ 231,7 | | | | \$ | 231,740 | 100% | \$231,740 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 5015 | Tigard | 121st | North Dakota | Walnut | Widen to 3 lanes with sidewalks & bikelanes | \$ 7,647,4 | 100% | | | \$ | 7,647,418 | 100% | \$7,647,418 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 5016 | 3 | 121st | Whistler | Tippit | Widen with sidewalks and bike lanes | \$ 4,325,8 | 100% | | | \$ | 4,325,812 | 100% | \$4,325,812 | 2025-2039 | \$ 27,079 | \$ 6,828,384 | \$ | 171,218 | \$ 9,592,6 | 56 \$ | 9,763,874 |
| | Tigord | Bonita | Hall | I-5 | Widen to 4 lanes | \$ 6,179,7 | | | | \$ | 6,179,732 | 85% | \$5,272,615 | 2014-2024 | | | \$ | | \$ - | \$ | - |
| 5017 | | | Sequoia | | New traffic signal and turn lanes Turn lanes | \$ 1,000,0 \$ 1,081,4 | | | | \$ | 1,000,000 | 100% | \$1,000,000 \$1,081,453 | 2014-2024 | \$ 4,704 | \$ 17,672 | \$ | 8,655 | \$ 17,6 | /2 \$ | 26,327 |
| 5018 | Tigard | Bonita | | | runtianco | | | | | \$ | 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 5018 5019 5020 | Tigard Tigard Tigard | Carman Dartmouth | I-5 OR 99W | | Intersection Improvements | \$ 6,000,0 | | | | | | | | | | | | | | | |
| 5018 5019 5020 | Tigard Tigard | Carman | OR 99W 72nd | 68th | Intersection Improvements Widen to 4 lanes | \$ 6,000,0 \$ 1,853,9 | | | | \$ | 1,853,920 | 100% | \$1,853,920 | 2014-2024 | | | \$ 8 | 373,376 | \$ 1,576,0 | 67 \$ | 2,449,443 |
| 5018 5019 5020 5021 | Tigard Tigard Tigard | Carman Dartmouth | OR 99W | 68th | | | 20 100% | | | \$ | 1,853,920 1,544,933 | 100% 89% | \$1,853,920 \$1,368,928 | 2025-2039 | \$ 456 | | 7 . | 373,376 128,526 | \$ 1,576,0 | | , ., . |
| 5018 5019 5020 5021 5022 5023 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Carman Dartmouth Dartmouth Durham Greenburg | OR 99W 72nd Upper Boones Ferry Olsen | Hall | Widen to 4 lanes Intersection improvement Intersection improvement | \$ 1,853,9 \$ 1,544,9 \$ 849,7 | 20 100% 33 100% 13 100% | | | \$ | 1,544,933 849,713 | 89% 93% | \$1,368,928 \$791,613 | 2025-2039 | \$ 456 | | \$ | , | 7 | | , ., . |
| 5018 5019 5020 5021 5022 5023 5024 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Carman Dartmouth Dartmouth Durham Greenburg Greenburg | OR 99W 72nd Upper Boones Ferry Olsen Shady | 0041 | Widen to 4 lanes Intersection improvement Intersection improvement Widen to 5 lanes | \$ 1,853,9 \$ 1,544,9 \$ 849,7 \$ 8,000,0 | 20 100% 33 100% 13 100% 00 100% | | | \$ | 1,544,933 | 89% 93% 84% | \$1,368,928 \$791,613 \$6,745,098 | 2025-2039 2014-2024 2014-2024 | \$ 456 | | \$ | , | 7 | | , ., . |
| 5018 5019 5020 5021 5022 5023 5024 5025 5026 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Carman Dartmouth Dartmouth Durham Greenburg | OR 99W 72nd Upper Boones Ferry Olsen | Hall | Widen to 4 lanes Intersection improvement Intersection improvement | \$ 1,853,9 \$ 1,544,9 \$ 849,7 | 20 100% 33 100% 13 100% 00 100% 100% | | | \$ \$ | 1,544,933 849,713 | 89% 93% | \$1,368,928 \$791,613 | 2025-2039 | \$ 456 | | \$ | , | 7 | | , ., . |

| | | | | | | | | Othor | | | | | Estimated | | 1 | | I | |
|---------------|----------------------|---------------------------------------|-------------------------|-------------------------------|---|--------------------------------|---|------------------------------|-------------------------------------|--------------------------------|-------------------|------------------------------|------------------------------|--------------|---------------------------|----------------------|-------------------------------|--|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Primary Funding Source | Other Primary Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Project Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
| 5028 | Tigard | Hall | McDonald | Bonita | Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks | \$ 8,900,000 | 100% | | | \$ 8,900,000 | 93% | \$8,277,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5029 | Tigard | Highway 217 Overcrossing | Hunziker | Tigard Triangle (Beveland) | Construct new complete street overcrossing of Hwy 217 | \$ 30,000,000 | 100% | | | \$ 30,000,000 | 100% | \$30,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5030 | Tigard | Locust | Greenburg | Hall | Complete street improvement | \$ 2,471,893 | 100% | | | \$ 2,471,893 | 100% | \$2,471,893 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5031 | Tigard | McDonald | Hall | | Right turn lane from Hall to McDonald & signal system upgrade | \$ 772,466 | 100% | | | \$ 772,466 | 99% | \$766,702 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5032 | Tigard | Nimbus Nimbus | Scholls Ferry | | Intersection improvement | \$ 1,776,673 | 100% | | | \$ 1,776,673 | 100% | \$1,776,673 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5033 | Tigard | extension | Scholls Ferry | Greenburg | 3-lane extension | \$ 23,173,994 | 100% | | | \$ 23,173,994 | 100% | \$23,173,994 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5034 | Tigard | Scoffins | Hunziker | Hall | Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5035 | Tigard | Tiedeman / North Dakota | Tigard | Greenburg | Realign one or both streets so they intersect west of the railroad | \$ 10,000,000 | 75% | | | \$ 7,500,000 | 89% | \$6,675,000 | 2014-2024 | \$ 240,263 | \$ 45,711 | \$ 246,662 | \$ 45,711 | \$ 292,373 |
| | Tigard | Upper Boones Ferry | Durham | I-5 | Widen to 5 lanes | \$ 6,000,000 | 100% | | | \$ 6,000,000 | 89% | \$5,340,000 | 2014-2024 | | | \$ 17,752 | \$ - | \$ 17,752 |
| 5037 5038 | Tigard Tigard | Walnut Walnut | 121st Tiedeman | Tiedeman OR 99W | Widen to 3 lanes Widen to 3 lanes | \$ 4,325,812 \$ 3,862,332 | 100% | | | \$ 4,325,812 \$ 3,862,332 | 100% | \$4,325,812 \$3,862,332 | 2025-2039 | | | \$ 5,192 \$ - | \$ 8,048,297 | \$ 8,053,489 |
| 5039 | Tigard | Walnut | OR 99W | OIV 2248 | Intersection improvement | \$ 3,862,332 \$ 1,776,673 | 100% | | | \$ 1,776,673 | 100% | \$1,776,673 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5040 | Tigard | Walnut extension Washington | OR 99W | Scoffins | New 3-lane collector | \$ 29,353,726 | 100% | | | \$ 29,353,726 | 100% | \$29,353,726 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tigard | Square Overcrossing (South) | Nimbus | (Locust St.) | 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes | \$ 39,781,536 | 100% | | | \$ 39,781,536 | 100% | \$39,781,536 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5042 | Tigard | Roy Rogers | Scholls Ferry | UGB | Widen to 5 lanes | \$ 39,400,000 | 100% | | | \$ 39,400,000 | 74% | \$29,156,000 | 2014-2024 | \$ 901,834 | \$ 12,636,798 | \$ 3,777,166 | \$ 51,010,315 | \$ 54,787,480 |
| | Tigard | Tiedeman | Fanno Creek | Greenburg | Sidewalk infill and intersection safety improvements at N Dakota and Tigard streets | \$ - | _ 100% | | | \$ - | - 100% | \$0 | 2014-2024 | | | \$ 11,587 | \$ - | \$ 11,587 |
| | Tigard | Atlanta | 68th | 74th Hermoso/Bevel | Extend collector roadway | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | |
| | Tigard | 74th | 99W | and | Extend collector roadway | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | |
| 5046 5047 | Tigard Tigard | McDonald Hunziker | Hall 72nd | 99W Hall | Complete street improvement Sidewalk infill and bike lanes | \$ 10,100,000 \$ 2,000,000 | 100% 100% | | - | \$ 10,100,000 \$ 2,000,000 | 96% 100% | \$9,696,000 \$2,000,000 | 2014-2024 2014-2024 | | | \$ 145 \$ - | \$ - \$ - | |
| | Tigard | I-5 Overcrossing | Beveland | Southwood- (Lake Oswego) | Bicycle/pedestrian bridge- | \$ | 100% | | | \$ | 100% | \$0 | 2025-2039 | | | \$ - | \$ - | |
| 5049 | Tigard | Wall St Ext | Wall | Tech Center Dr | New Street from Hunziker to Tech Center Dr | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 100% | \$5,000,000 | 2014-2024 | | | \$ - | \$ - | |
| 5050 | Tigard | Durham/Upper Boones Ferry | Upper Boones Ferry | 92nd Ave | Install traffic signal coordination on Durham and Upper Boones Ferry | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 56% | \$560,000 | 2014-2024 | | | \$ - | \$ - | |
| 5051 | Tigard | OR 99W | Hall Blvd | | Intersection Improvements | \$ 6,500,000 | 100% | | | \$ 6,500,000 | 100% | \$6,500,000 | 2019-2029 | | | \$ - | \$ - | |
| 6000 | Tigard Tualatin | TOTAL 65th | Nyberg Lane | I-205 | Multi-use path | \$ 402,349,542 \$ 9,734,000 | 100% | | | \$ 399,849,542 \$ 9,734,000 | 82% | \$383,039,894 \$8,023,973 | \$74,990 2025-2039 | \$ 1,203,776 | \$ 19,528,565 | \$ 6,506,541 | \$ 74,184,791 | \$ 80,691,187 |
| | Tualatin | 95th | Tualatin- Sherwood | Avery | Bike lanes | \$ 2,920,000 | 100% | | | \$ 2,920,000 | 100% | \$2,920,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6002 | Tualatin | 105th/Blake/ | Avery | Willow | Widen to 3 lanes, bike lanes & | \$ | _ 100% | | | \$ - | 100% | \$0 | 2014-2024 | \$ 30,818 | \$ 151,397 | \$ 998,439 | \$ 1,531,421 | \$ 2,529,859 |
| 6003 | Tualatin | 115th | Blake | 124th | New street - major collector | \$ 31,446,000 | 100% | | | \$ 31,446,000 | 100% | \$31,446,000 | 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 | 100% | | | \$ 14,000,000 | 100% | \$14,000,000 | 2014-2024 | | | \$ - | \$ 496,518 | \$ 496,518 |
| 6005 | Tualatin | Avery | Tualatin- Sherwood | Teton | Widen to 3 lanes | \$ 3,600,000 | 100% | | | \$ 3,600,000 | 100% | \$3,600,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6006 | Tualatin | Avery | 105th | | Signal - new | \$ 254,914 | 75% | | | \$ 191,185 | 100% | \$191,185 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6007 | Tualatin Tualatin | Avery Basalt Creek East-West Arterial | Teton Boones Ferry | I-5 | Signal - new Extend 4/5-lane arterial to I-5. | \$ 339,885 \$ 5,000,000 | 75% 100% | | | \$ 254,914 \$ 5,000,000 | 100% | \$254,914 \$5,000,000 | 2025-2039 | | | \$ - \$ 85,401 | \$ - | \$ 85,401 |
| 6009 | Tualatin | Arteriai Blake | 124th | 115th | New street - minor collector | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6010 | Tualatin | Boones Ferry | Lower Boones Ferry | | Fill sidewalk gaps | \$ 50,000 | 100% | | | \$ 50,000 | 100% | \$50,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6011 | Tualatin | Boones Ferry | Lower Boones Ferry | Martinazzi | Widen to 5 lanes and bridge | \$ 13,579,200 | 100% | | | \$ 13,579,200 | 90% | \$12,265,084 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6012 | Tualatin | Boones Ferry | Tualatin- Sherwood | lbach | Widen to 3 lanes | \$ 5,098,279 | 100% | | | \$ 5,098,279 | 92% | \$4,690,416 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6013 | Tualatin | Boones Ferry | lbach | South City Limits | Complete Street with capacity improvements for traffic growth. | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6014 | Tualatin | Boones Ferry | Tualatin High School | South city limits | Fill sidewalk gaps | \$ | - 100% | | | \$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6015 | Tualatin | Cipole | OR 99W | Tualatin- Sherwood | Add left turn lane & bike lanes | \$ 20,000,000 | 100% | | | \$ 20,000,000 | 100% | \$20,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6016 | Tualatin | Cipole | Cummins | | Signal - new | \$ 339,885 | 75% | | | \$ 254,914 | 100% | \$254,914 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6017 | Tualatin | Cipole | Herman | | Realign intersection - Signal or Roundabout | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 100% | \$5,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |

| | | | | | | | | Proportion of | Other Primary | Other Primary | | | | | Estimated Project | | | | | | Total TDT and |
|---------------|----------------------|----------------------------|------------------------------|---------------------------|---|-----------------|----------------------|---------------------------------|-------------------|--------------------|------------|------------------------|---------------------------|------------------------------|-------------------------|--------------|---|--------|----------------|---|-------------------------------|
| Project ID | Jurisdiction | Facility | From | То | Project | | ject Cost 2014\$) | Project Related to Capacity (%) | Funding Source | Funding Revenue | | ble Capacity Amount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | | 2009- esent | Other Funding 2009-Present | other funding 2009-Present |
| 6018 | Tualatin | Grahams Ferry | lbach | Helenius | Widen to 3 lanes, fill sidewalk gaps | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| | Tualatin | Grahams Ferry | Helenius | | Signal - new | \$ | 1,000,000 | 75% | | | \$ | 750,000 | 100% | \$750,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | Tualatin | | OR 99W | Jurgens | Widen to 3 lanes | \$ | 3,543,000 | 100% | | | \$ | 3,543,000 | 100% | \$3,543,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | Tualatin Tualatin | Helenius Herman | 109th 124th | Tualatin | Widen to 3 lanes Fill sidewalk & bike lane gaps | \$ | 1,403,000 | 100% 100% | | | \$ | 1,403,000 | 100% | \$1,403,000 \$3,393,000 | 2025-2039 | | | \$ | - | \$ - \$ - | \$ - \$ - |
| 6023 | | | | | Add sidewalk, bike lanes, and | • | 0,000,000 | | | | • | 5,050,000 | | | | | | \$ | | \$ - | \$ - |
| | Tualatin | Herman | Cipole | 124th | center turn lane | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2014-2024 | | | Þ | - | 5 - | \$ - |
| | Tualatin | Leveton | 108th | | Signal - new | \$ | 750,000 | 75% | | | \$ | 562,500 | 100% | \$562,500 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 6025 6026 | Tualatin Tualatin | Loop Road Martinazzi | Boones Ferry Boones Ferry | Nyberg Warm Springs | New street minor collector Bike lane | \$ | 2,403,000 | - 100% 100% | | | -\$- \$ | 2,403,000 | - 100% 100% | \$0 \$2,403,000 | 2025 2039 2014-2024 | | | \$ | - | \$ - | \$ - |
| 6027 | Tualatin- | | Sagert | rraini Opinigo | Signal/roundabout - new | \$ | -,, | 75% | | | -\$ | 2,100,000 | - 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 6028 | Tualatin | McEwan | 65th | Lake Oswego city limit | Urban Upgrade to complete street with sidewalks, bike lanes, and | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ | | \$ - | \$ - |
| 6029 | Tualatin | Myslony | 124th | 112th | center turn lane Widen to 3 lanes, add bridge | \$ | 7.000.000 | 100% | | | \$ | 7.000.000 | 100% | \$7,000,000 | 2014-2024 | | | \$ 1.8 | 346.799 | \$ 599.369 | \$ 2,446,168 |
| | | | | | Widen to 3 lanes, add sidewalks & | _ | ,, | | | | _ | ,, | | | | | | \$ | 310,700 | * **** | 2,110,100 |
| | Tualatin | Norwood | Boones Ferry | East city limits | bike lanes Bike lanes & sidewalks; Includes | \$ | 3,129,000 | 100% | | | \$ | 3,129,000 | 100% | \$3,129,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| | Tualatin | Sagert | I-5 overpass | 72nd | signat at Boones Ferry/Norwood | \$ | 3,282,000 | 100% | | | \$ | 3,282,000 | 100% | \$3,282,000 | 2028-2040 | | | \$ | - | \$ - | \$ - |
| | Tualatin Tualatin | Sagert Teton | 65th Tualatin | + | Signal - new Signal - new | <u>\$</u> \$ | 1,000,000 | - 75% 75% | | 1 | \$ | 750,000 | - 100% 100% | \$0 \$750,000 | 2014-2024 2014-2024 | | | \$ | | \$ - | \$ - |
| | | | | Tualatin- | | | | | | | | | | | | | | | | φ - | · |
| 6034 | Tualatin | Teton | Herman Tualatin- | Sherwood | Widen to 3 lanes | \$ | 2,464,000 | 100% | | | \$ | 2,464,000 | 100% | \$2,464,000 | 2025-2039 | | | \$ | - | \$ - \$ - | \$ - |
| 6035 | Tualatin | Teton | Sherwood | | Add SB right turn lane | \$ | 890,000 | 100% | | | \$ | 890,000 | 100% | \$890,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 6036 | Tualatin | Tualatin | 115th | | Signal - new | \$ | 1,000,000 | 75% | | | \$ | 750,000 | 100% | \$750,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 6037 | Tualatin | Tualatin- Sherwood | Boones Ferry | | Intersection improvement - additional turn lane or through lanes | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 6038 | Tualatin | Nyberg | I-5 | | Additional on-ramp lane from westbound Nyberg to northbound I-5 (NE quadrant of interchange) | \$ | 792,000 | 100% | | | \$ | 792,000 | 100% | \$792,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 6039 | Tualatin | Boones Ferry | Salinan | | Intersection improvements including traffic signal, ADA | \$ | 1,000,000 | 100% | | | \$ | 1,000,000 | 100% | \$1,000,000 | 2020-2035 | | | \$ | - | \$ - | |
| | Tualatin | TOTAL | l | | including traffic signal, ADA | \$ 20 | 04,411,163 | | | | \$: | 203,239,992 | | \$199,807,987 | | \$ 30,818 | \$ 151,397 | \$ 2.9 | 930.639 | \$ 2,627,308 | \$ 5.557.947 |
| | | 1 | ĺ | | Add sidewalks and bike lanes; add | | | | | | | | | , , , | | | , | | , | , | ,,. |
| 1000 | Wash Co | 80th | Oleson | Oak | turn lanes at appropriate intersections | \$ | 13,000,000 | 90% | | | \$ | 11,700,000 | 100% | \$11,700,000 | 2040+ | | | \$ | - | \$ 611,896 | \$ 611,896 |
| 1001 | Wash Co | 92nd/Allen | Scholls Ferry | Garden Home | Widen to 3 lanes | \$ | 3,922,000 | 100% | | | \$ | 3,922,000 | 85% | \$3,325,673 | 2025-2039 | | \$ 333,653 | \$ | - | \$ 333,653 | \$ 333,653 |
| 1002 | Wash Co | 113th | McDaniel | Rainmont | New 2-lane collector road | \$ | 6,000,000 | 100% | | | \$ | 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1003 | Wash Co | 113th | Rainmont | Cornell | Sidewalk infill | \$ | 6,300,000 | 90% | | | \$ | 5,670,000 | 100% | \$5,670,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1004 | Wash Co | 119th | McDaniel | Cornell | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ | 12,000,000 | 90% | | | \$ | 10,800,000 | 100% | \$10,800,000 | 2040+ | | | \$ | - | \$ - | \$ - |
| 1005 | Wash Co | 160th | TV Hwy | Farmington | Widen to 3 lanes | \$ | 15,000,000 | 100% | | | \$ | 15,000,000 | 100% | \$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 | \$ | 15,277,000 | 100% | | | \$ | 15,277,000 | 84% | \$12,839,181 | 2014-2024 | | \$ 460,542 | \$ | - | \$ 520,815 | \$ 520,815 |
| 1007 | Wash Co | 173rd | Bronson | Cornell | Extend 173rd Ave under or over | \$ | 58,640,000 | 100% | | | \$ | 58,640,000 | 100% | \$58,640,000 | 2025-2039 | | | ¢ | _ | \$ - | ¢ . |
| | | | | | US 26 connecting to 174th Ave | | | | | | | | | | | | | Ψ | | ÷ - | · - |
| 1008 | Wash Co Wash Co | 174th 175th | Meadowgrass Rigert | Bronson Weir | Widen to 3 lanes Widen to 3 lanes | \$ | 16,230,000 | 100% 100% | | | \$ | 16,230,000 | 100% | \$16,230,000 \$13,950,000 | 2025-2039 2014-2024 | | | \$ | | \$ - | \$ - |
| | Wash Co | 175th | Kemmer | **CII | Intersection improvement | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | \$ 1,189 | \$ | - | \$ 7,157,857 | \$ 7,157,857 |
| | Wash Co | 175th | Outlook | Horse Tale | Realign roadway, improve to | \$ | 6,000,000 | 25% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2025-2039 | | , | \$ | - | \$ - | \$ - |
| | Wash Co | 185th | UGB | Springville | standard Widen to 3 lanes | \$ | 5,000,000 | 100% | | | ¢. | 5,000,000 | 100% | \$5,000,000 | 2025-2039 | | | \$ | | \$ - | \$ - |
| | Wash Co | 185th | Springville | West Union | Widen to 5 lanes | \$ | 5,100,000 | 100% | | | \$ | 5,100,000 | 97% | \$4,948,515 | 2014-2024 | | 1 | \$ | - | \$ 5,985,834 | \$ 5,985,834 |
| 1014 | Wash Co | 185th | Blanton | Farmington | Widen to 5 lanes | \$ | 12,163,000 | 100% | | | \$ | 12,163,000 | 100% | \$12,163,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1015 | Wash Co | 185th | Farmington | Bany | Widen to 3 lanes | \$ | 14,522,370 | 100% | | | \$ | 14,522,370 | 100% | \$14,522,370 | 2025-2039 | | | \$ | - | \$ 120,946 | \$ 120,946 |
| 1016 | Wash Co | 197th/198th | Baseline | Alexander | Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset | \$ | 18,000,000 | 90% | | | \$ | 16,200,000 | 100% | \$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 | 100% | | | \$ | 10,450,000 | 100% | \$10,450,000 | 2014-2024 | | \$ 66,889 | \$ 5 | 544,980 | \$ 7,906,498 | \$ 8,451,478 |
| 1018 | Wash Co | 198th | Blanton | Farmington | Widen to 3 lanes | \$ | 27,900,000 | 100% | | | \$ | 27,900,000 | 100% | \$27,900,000 | 2014-2024 | | \$ 178,585 | \$ 1.4 | 455,020 | \$ 21,823,863 | \$ 23,278,882 |
| 1010 | Wash Co | 205th/206th | Quatama | Baseline | Widen to 5 lanes; replace bridge | \$ | 31,000,000 | 100% | | | \$ | 31,000,000 | 100% | \$31,000,000 | 2025-2039 | | \$ 547,781 | \$ | | \$ 957,248 | \$ 957,248 |
| 1019 | ασι ου | 20001120001 | - Guatarria | Dagom io | over Beaverton Creek | Ψ | 51,000,000 | 100% | | | φ | 31,000,000 | 100/6 | ψο 1,000,000 | 2020-2009 | | y 541,101 | Ψ | | ↓ 331,240 | \$ 551,240 |
| 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 | 100% | | | \$ | 44,396,000 | 100% | \$44,396,000 | 2014-2024 | | \$ 13,604,034 | \$ | - | \$ 22,162,353 | \$ 22,162,353 |
| 1021 | Wash Co | Alexander | 192nd | 178th | Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections | \$ | 9,293,000 | 90% | | | \$ | 8,363,700 | 100% | \$8,363,700 | 2014-2024 | | \$ 285,414 | \$ | - | \$ 337,602 | \$ 337,602 |
| 1022 | Wash Co | Barnes | 119th | Cedar Hills | Widen to 5 lanes | \$ | 4,000,000 | 100% | | | \$ | 4,000,000 | 77% | \$3,072,464 | 2014-2024 | | | \$ | - | \$ - | \$ - |

| Barbor B | | | | | | | | | Other | | ı | | | | Estimated | | | | | |
|---|---------------|--------------|----------------|-------------------------|---------------|--|-------------------|-----------------|---------|--------------|----|------------|------|--------------|-----------------------|--------------|---------------|--------------|---------------|--|
| Column C | Project ID | Jurisdiction | Facility | From | То | Project | | Project Related | Funding | Funding | | | | | Project Completion | FY 22-23 TDT | | | | Total TDT and other funding 2009-Present |
| Description | 1023 | Wash Co | Barnes | | Miller | Widen to 5 lanes | \$ 18,000,000 | 100% | | | \$ | 18,000,000 | 88% | \$15,824,176 | 2014-2024 | | | \$ - | \$ 166,174 | \$ 166,174 |
| 1979 | 1024 | Wash Co | | | County line | Widen to 3 lanes | \$ 8,800,000 | 100% | | | \$ | 8,800,000 | 100% | \$8,800,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| Section Person | 1025 | Wash Co | East-West | Grahams Ferry | Boones Ferry | Construct new 4/5-lane arterial | \$ 30,000,000 | 100% | | | \$ | 30,000,000 | 100% | \$30,000,000 | 2025-2039 | | \$ 41,867 | \$ - | \$ 417,706 | \$ 417,706 |
| March Color Colo | | | | | | | | | | | \$ | | | | | | \$ 85,318 | \$ - | | \$ 587,056 \$ 14,457 |
| March Control Contro | 1027 | wash co | Buil Mountain | Roy Rogers | OR 99W | | \$ 34,000,000 | 100% | | | Þ | 34,000,000 | 0476 | \$28,697,248 | 2040+ | | | ъ - | \$ 14,457 | \$ 14,457 |
| 1,000 1,00 | | | | , | | intersections | | | | | \$ | | | | | | | \$ - | \$ 2,046,669 | \$ 2,046,669 |
| 1907 1908 | | | Clutter/Ridder | Grahams Ferry | Garden Acres | Widen to 3 lanes | \$ 2,100,000 | 40% | | <u> </u> | \$ | 840,000 | 100% | \$840,000 | | | - | Ť | \$ - | \$ - |
| 1909 | | | | | | | | | | | | | | | | | \$ 14,893,331 | | * ,, | \$ 27,490,774 |
| The Number Co. Common Co | | | Cornell | | Murray | Widen to 5 lanes | \$ 40,620,000 | 100% | | | \$ | 40,620,000 | 100% | \$40,620,000 | 2025-2039 | | | \$ - | \$ 1,210,641 | \$ 1,210,641 |
| 1909 1909 1909 190 | 1032 | Wash Co | Cornell | | | Reconfigure intersection | \$ 12,400,000 | 100% | | | \$ | 12,400,000 | 100% | \$12,400,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| Control Cont | 1033 | Wash Co | Cornell | | County line | | \$ 18,000,000 | 100% | | | \$ | 18,000,000 | 100% | \$18,000,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1500 | 1034 | Wash Co | Elligsen | | 65th | | \$ 5,000,000 | 60% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| Section Sect | | | | | | | | | | | \$ | | | | | | | Ψ | | \$ 679 |
| 100 Wash Co Finder Sist CR 9999 Add Selection Series S 4,550,000 909 \$ 4,122,000 1009 \$ 4,122,000 2005-2009 \$ 8,777,10 \$ 2,241,777 \$ 2,241,7 | | | | | 10001 | | Ψ 12,000,000 | | | | | 12,000,000 | | | | | | 7 | Ψ | \$ - |
| 1996 Wash Co Genetics (Commission Section Sect | | | | | | Add sidewalks and bike lanes; add turn lanes at appropriate | | | | | | | | | | | | Ť | T | \$ 2,916,483 |
| 1000 Wash Co | 1039 | Wash Co | Garden Home | 92nd | Oleson | | \$ 9.000,000 | 100% | | | s | 9.000.000 | 100% | \$9,000,000 | 2025-2039 | | 1 | \$ - | \$ - | \$ - |
| 1997 Wash Co General Management Selection Wilder to 3 latence and Septial and Selection Se | 1040 | Wash Co | Germantown | Cornelius Pass | | Intersection improvement | | 100% | | | \$ | | | \$3,000,000 | 2025-2039 | | \$ 5,733 | \$ 1,309,042 | \$ 289,905 | \$ 1,598,947 |
| 10-00 Valar Co | | Wash Co | | | laakaan | | + 0,000,000 | | | | \$ | | | | | | | \$ - | \$ - | \$ - |
| Index March Co Constams Ferry Cachelin County for Constant County for County | | | Gioricoo, rot | | | | 0 10,700,000 | 10070 | | 1 | 3 | 10,700,000 | | 010,100,000 | | | | * | - · | 5 - |
| Color Virsion Color Colo | | | , | | | improve geometry at Tonquin Rd | | | | | · | | | | | | | | · | , |
| Total Wash Co Hall Scholar Farm Olegon Widen to 5 tares \$ 2,401,000 107% \$ 2,240,000 107% \$ 2,240,000 2025-2039 \$ 5 - \$ 5 - \$ 5 | 1044 | Wash Co | Grahams Ferry | Cahalin | County line | | \$ 9,700,000 | 100% | | | \$ | 9,700,000 | 100% | \$9,700,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1007 Wash Co Hall Oleson Off 999W Wisen to 3 laries \$ 1,000,000 100% \$ 3,136,000 20% \$ 3,136,0474 2025-2039 \$ 5 1,000 \$ 3,000 | | | | | | | | | | | | | | | | | | \$ - | \$ - | \$ - |
| 1049 Wash Co | | | | | | | | | | | _ | | | | | | | \$ - | \$ - | \$ - |
| 1050 Wash Co | 1047 | Wash Co | | OR 99W | | | | | | | \$ | | | | | | | \$ - | \$ - | \$ - |
| 1050 Wash Co | | | Jenkins | | Murray | | | | | | \$ | | 79% | \$12,253,028 | 2014-2024 | | \$ 45,610 | \$ 3,309,436 | \$ 14,685,744 | \$ 17,995,180 |
| 105 Wash Co | 1050 | Wash Co | Johnson | Cornelius Pass | 185th | turn lanes at appropriate | \$ 24,333,000 | 90% | | | \$ | 21,899,700 | 100% | \$21,899,700 | 2025-2039 | | | \$ 1,767,801 | \$ - | \$ 1,767,801 |
| 1058 Wash Co Kinnama 299th Farmington Add sidewalks and bike lanes; add turn lanes at appropriate intersections \$ 28,810,000 90% \$ 24,129,000 100% \$ 24,129,000 2025-2039 \$ 113,671 \$ - \$ 202,110 | 1051 | Wash Co | Johnson | 185th | 170th | turn lanes at appropriate intersections; complete missing | \$ 14,027,000 | 95% | | | \$ | 13,325,650 | 100% | \$13,325,650 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1055 Wash Co | 1052 | Wash Co | Kaiser/143rd | Bethany | Cornell | | \$ 38,357,000 | 100% | | | \$ | 38,357,000 | 100% | \$38,357,000 | 2025-2039 | | | \$ - | \$ 108,459 | \$ 108,459 |
| 1056 Wash Co Laidiaw Skycrest Lakeview Add sidewalks and bike lanes; add turn lanes at appropriate intersections 1056 Wash Co Leahyy90th/ 107h Comell Barnes Add sidewalks and bike lanes; add turn lanes at County line 119th County line Add sidewalks and bike lanes; add turn lanes at County line 119th County line 119th County line Add sidewalks and bike lanes; add turn lanes at County line 119th County line 119th County line Add sidewalks and bike lanes; add turn lanes at County line 119th County line 119th County line Add sidewalks and bike lanes; add turn lanes at County line 119th County line Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes 10,000,000 90% \$ 9,000,000 100% \$ 9,000,000 2025-2039 \$ 9,3154 \$ \$ \$ \$ 697,775 \$ 697 1058 Wash Co McDaniel 119th County line Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes 10,000,000 90% \$ 18,900,000 100% \$ 18,900,000 2040+ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1053 | Wash Co | Kinnaman | 209th | Farmington | turn lanes at appropriate | \$ 26,810,000 | 90% | | | \$ | 24,129,000 | 100% | \$24,129,000 | 2025-2039 | | \$ 113,671 | \$ - | \$ 202,110 | \$ 202,110 |
| 1055 Wash Co Laidlaw Skycrest Lakeview Lakeview Lakeview Straighten curies; add sidewalks and bike lanes; add turn lanes at appropriate intersections 1056 Wash Co Laidlaw Saltzman County line Add sidewalks and bike lanes; add turn lanes at appropriate intersections 2,2,000,000 90% \$19,800,000 100% \$19,800,000 2025-2039 \$93,154 \$-\$ 697,775 \$697,77 | 1054 | Wash Co | Kinnaman | 198th | | | \$ 4.971.000 | 100% | | | \$ | 4.971.000 | 100% | \$4.971.000 | 2014-2024 | | \$ 23,418 | \$ - | \$ 41,638 | \$ 41,638 |
| 1056 Wash Co Laidlaw Saltzman County line Intersections Add sidewalks and bike lanes; add turn lanes at appropriate \$22,000,000 90% \$19,800,000 100% \$19,800,000 2025-2039 \$93,154 \$-\$697,775 \$697 \$697 \$1057 Wash Co Leahy/90th/ 107th Cornell Barnes Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes Add sidewalks and bike lanes; add turn lanes at appropriate \$10,000,000 90% \$18,900,000 100% \$9,000,000 2040+ \$-\$-\$ \$-\$-\$ \$-\$-\$ \$-\$-\$-\$ \$-\$-\$-\$- | | | Laidlaw | Skycrest | Lakeview | Straighten curves; add sidewalks | | | | | | | | | 2025-2039 | | | \$ - | | |
| Intersections | 1056 | Wash Co | Laidlaw | Saltzman | County line | Add sidewalks and bike lanes; add | \$ 22,000,000 | 90% | | | \$ | 19.800.000 | 100% | \$19.800.000 | 2025-2039 | | \$ 93.154 | \$ - | \$ 697,775 | \$ 697,775 |
| 107th 107th 119th 119th County line 119th County line Add sidewalks and bike lanes; add turn lanes at appropriate 119th County line 119th County line Add sidewalks and bike lanes; add turn lanes at appropriate 119th County line 119th County line Add sidewalks and bike lanes; add turn lanes at appropriate 119th | | | Leahy/90th/ | Cornell | | intersections | \$ 10,000,000 | 90% | | | • | 0.000.000 | 100% | | 2040+ | | | e . | • | ¢ |
| Intersections Intersection | | | | | | Add sidewalks and bike lanes; add | | - | | | | | | | | | | φ - | · . | , |
| Add sidewalks and bike lanes; add turn lanes and place lanes; add turn lanes at appropriate intersections Second Femous Propriate Second Femou | | | | | , | intersections | ,, | | | | \$ | | | | | | | \$ - | Ť | \$ - \$ 1,292,697 |
| 1060 Wash Co Miller Hill Farmington Gassner turn lanes at appropriate \$ 9,000,000 90% \$ 8,100,000 100% \$8,100,000 2025-2039 \$ - \$ - \$ \$ | 1009 | ** 4311 00 | INICIIO | 17001 | WAY FIGHT KIN | | w 10,035,000 | 100% | | 1 | Ψ | 10,000,000 | 100% | 9 10,000,000 | 2017-2024 | | 1 | Ψ - | 9 1,232,097 | y 1,232,037 |
| 1061 Wash Co Oleson Scholls Ferry Farmington Intersections with Scholls Ferry Rd \$ 34,200,000 100% \$ 34,200,000 100% \$ 34,200,000 2014-2024 \$ \$ - \$ \$ 4,608,174 \$ 4,608 1062 Wash Co River Farmington Intersection improvement \$ 3,000,000 100% \$ 3,000,000 100% \$ 3,000,000 2025-2039 \$ 217,157 \$ - \$ 2,962,716 \$ 2,962 1063 Wash Co Saltzman Laidlaw Bayonne S 2,887,000 100% S 2,887,000 100% S 2,2887,000 2025-2039 S 217,157 \$ - \$ 2,962,716 \$ 2,962 \$ - \$ - \$ - \$ | 1060 | Wash Co | Miller Hill | Farmington | | turn lanes at appropriate intersections | \$ 9,000,000 | 90% | | | \$ | 8,100,000 | 100% | \$8,100,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| Realign 2/3-lane collector road, including bridge over Bronson \$11,100,000 100% \$11,100,000 2014-2024 \$ - \$ - \$ \$ \$ \$ \$ \$ \$ \$ | | | | · · | | intersections with Scholls Ferry Rd and B-H Hwy | | | | | | | | | | | | \$ - | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| 1063 Wash Co Saltzman Laidlaw Bayonne including bridge over Bronson \$ 11,100,000 100% \$ 11,100,000 100% \$11,100,000 2014-2024 \$ - \$ - \$ - \$ 1064 Wash Co Saltzman Bayonne Bauer Woods Widen to 3 lanes \$ 8,000,000 100% \$ 8,000,000 100% \$8,000,000 2025-2039 \$ - \$ - \$ - \$ 1065 Wash Co Scholik Farry Beaverton- Allan Widen to 3 lanes \$ 22,87,000 100% \$ 22,87,000 100% \$ 22,87,000 100% \$ 22,87,000 100% \$ 22,87,000 100% \$ 22,87,000 100% \$ 22,87,000 100% \$ 22,87,000 100% \$ 22,87,000 100% \$ 1 | 1062 | Wash Co | River | Farmington | 1 | | \$ 3,000,000 | 100% | - | | \$ | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | \$ 217,157 | \$ - | \$ 2,962,716 | \$ 2,962,716 |
| 1065 Wash Co. Scholls Farry Beaverton- Allen Widen to 3 lones \$ 22.587.000 100% \$ 22.587.000 100% \$ 22.587.000 2025-2039 | | | | | - | including bridge over Bronson Creek | , , , , , , , , , | | | | \$ | | | | | | | \$ - | \$ - | \$ - |
| I 10651Wash Co I Scholls Ferry I | | | Saltzman | | Bauer Woods | Widen to 3 lanes | \$ 8,000,000 | 100% | | | \$ | 8,000,000 | 100% | \$8,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | 1065 | Wash Co | Scholls Ferry | Beaverton- Hillsdale | Allen | Widen to 3 lanes | \$ 22,587,000 | 100% | | | \$ | 22,587,000 | 100% | \$22,587,000 | 2025-2039 | | 1 | \$ - | \$ - | \$ - |

| | | | | | | | | | Other | | | | | | Estimate at | | _ | | | | | |
|---|---|---|--|--|--|---|---|---|---|---------------|--|--|--|--|--|----------------------------|------|-------------------------|---|--|--|---|
| 1066 W 1067 W 1068 W | | | | | | | | Proportion of | Otner Primary | Other Primary | | | | | Estimated Project | | | | | | | Total TDT and |
| 1066 W 1067 W 1068 W | | | | | | Р | roiect Cost | Project Related | Funding | Funding | Eliai | ole Capacity | Growth | Eligible SDC | Completion | | | FY 22-23 Other | TDT 2009 | 9- 0 | Other Funding | other funding |
| 1067 W | Jurisdiction | Facility | From | То | Project | | (2014\$) | to Capacity (%) | Source | Revenue | | Amount | Share | Amount | Timeframe | FY 22-23 TD | | Funding | Present | | 2009-Present | 2009-Present |
| 1067 W | | | | | Intersection capacity and signal | | | | | | | | | | | | | | | | | |
| 1068 W | Vash Co | Scholls Ferry | Hall | | improvements | \$ | 2,549,139 | 100% | | | \$ | 2,549,139 | 100% | \$2,549,139 | 2025-2039 | | | | \$ - | . 5 | - | \$ - |
| | Vash Co | Scholls Ferry | OR 217 | 121st | Widen to 7 lanes | \$ | 20,547,608 | 100% | | | \$ | 20,547,608 | 91% | \$18,745,186 | 2040+ | | | | \$ - | \$ | 1,644,864 | \$ 1,644,864 |
| | Vash Co | Scholls Ferry | Murray | | Intersection capacity and signal | \$ | 1,390,440 | 100% | | | \$ | 1,390,440 | 100% | \$1,390,440 | 2025-2039 | | | | \$ - | . \$ | - | \$ - |
| | Vash Co | | 185th | D00 / | improvements Widen to 5 lanes | \$ | 11.100.000 | 100% | | | \$ | 11.100.000 | 100% | \$11.100.000 | 2014-2024 | | _ | | \$ 3.523.3 | 70 6 | 10,477,709 | \$ 14,001,082 |
| 1069 W | | Springville | PCC entrance | PCC entrance Kaiser | | \$ | 3,600,000 | 100% | | | \$ | 3,600,000 | 100% | \$11,100,000 | 2014-2024 | | - | | \$ 1,506,3 | | | \$ 7,557,566 |
| | Vash Co | Springville Taylors Ferry | Oleson | Washington | Widen to 3 lanes New 2/3-lane road | ě. | 4.390.000 | 100% | | | \$ | 4.390.000 | 100% | \$4,390,000 | 2025-2039 | | - | | \$ 1,500,5 | \$ | 0,031,103 | \$ 7,557,500 |
| | Vash Co | Thompson | Saltzman | County line | Widen to 3 lanes | \$ | 37.000.000 | 100% | | | \$ | 37.000.000 | 100% | \$37,000,000 | 2040+ | | - 1 | 30,245 | \$ 2,000.0 | 00 \$ | 1,895,751 | \$ 3.895.751 |
| | | | | | Widen to 3 lanes, grade separate | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | Ť | 0.,000,000 | | 401,000,000 | | | _ | | , ,,,,,, | | ,,,,, | |
| 1073 W | Vash Co | Tonquin | 124th | Grahams Ferry | at railroad, improve geometry at | \$ | 10,500,000 | 100% | | | \$ | 10,500,000 | 100% | \$10,500,000 | 2018-2025 | | | | \$ - | . \$ | 618 | \$ 618 |
| | | · | | • | Grahams Ferry Rd | | | | | | | | | | | | | | | | | |
| | | | | | | | | | Willamette | | | | | | | | | | | | | |
| 1074 W | Vash Co | Tualatin- | Langer Farms | Teton | Widen to 5 lanes | \$ | 31,500,000 | 100% | Water | | \$ | 31,500,000 | 93% | \$29,295,000 | 2014-2024 | \$ 202,33 | 33 | 33,495,945 | \$ 406,4 | 80 \$ | 33,635,396 | \$ 34,041,876 |
| | | Sherwood | | | | | | | Supply, MSTIP | | | | | | | | | | | | | |
| | | | | | Reconfigure intersection at Baler | | | | WISTIF | | | | | | | | - | | | _ | | |
| 1075 W | Vash Co | Tualatin- | Baler | | Way and construct north leg of | \$ | 1.000.000 | 100% | | | \$ | 1.000.000 | 100% | \$1,000,000 | 2014-2024 | | | | s - | . \$ | - | \$ - |
| | | Sherwood | | | intersection | | ,, | | | | _ | 1,000,000 | | * 1,000,000 | | | | | • | | | , |
| 1076 14 | V O- | 14/-11 | 40445 | 4054 | Widen to 5 lanes, right-of-way for | | 20,000,000 | 4000/ | | | 4 | 00 000 000 | 4000/ | @00.000.000 | 2025 2020 | | | | e | . s | | s - |
| | Vash Co | Walker | 194th extension | 185th | turn/auxiliary lanes | \$ | 20,000,000 | 100% | | | \$ | 20,000,000 | 100% | \$20,000,000 | 2025-2039 | | | | \$ - | | | * |
| 1077 W | Vash Co | Walker | 185th | 173rd | Widen to 5 lanes | \$ | 13,570,000 | 100% | | | \$ | 13,570,000 | 68% | \$9,277,449 | 2014-2024 | | - ; | 60,942 | \$ - | \$ | 2,818,611 | \$ 2,818,611 |
| 1078 W | Vash Co | Walker | 158th | Ì | Intersection capacity and signal | \$ | 2,549,139 | 100% | | İ | \$ | 2,549,139 | 100% | \$2,549,139 | 2014-2024 | | - 1: | 1,619,479 | \$ 784,43 | 36 \$ | 5,123,743 | \$ 5,908,179 |
| | | | | OD 047 | improvements | Ť | | | | 1 | Ļ | | | | | | - | 127.829 | | | 9,678,144 | \$ 10.462.580 |
| 1079 W | Vash Co | Walker West Union | Murray Cornelius Pass | OR 217 | Widen to 5 lanes Widen to 5 lanes | \$ | 33,000,000 26,192,000 | 100% | | | \$ \$ | 33,000,000 | 90% 100% | \$29,758,929 \$26,192,000 | 2014-2024 2014-2024 | | + | \$ 127,829 \$ 24,827 | \$ 784,43 | JD \$ | 9,678,144 | \$ 10,462,580 \$ 549,020 |
| 1080 W | | West Union | 185th | 143rd | Widen to 3 lanes | ¢. | 34,870,000 | 100% | | | \$ | 34,870,000 | 100% | \$34,870,000 | 2014-2024 | | + | p 24,021 | \$ - | \$ | 227,281 | \$ 549,020 |
| 1082 W | | 158th | Walker | | Widen to 5 lanes | \$ | 8.100.000 | 100% | | 1 | \$ | 8,100,000 | 100% | \$8,100,000 | 2014-2024 | | +: | 182 | \$ 3,309,43 | 36 \$ | | \$ 11,564,979 |
| | | | | z.grit i tolli | Additional turn lanes and auxiliary | s | | | | | Ţ | 15.000.000 | 100% | | 2014-2024 | | T | | \$ - | | .,, | ¢ |
| 1083 W | Vash Co | Murray | Walker | | lanes | \$ | 15,000,000 | 100% | | | \$ | 15,000,000 | 100% | \$15,000,000 | | | | | \$ - | . 5 | - | \$ - |
| | Vash Co | Thompson | Circle A | Saltzman | Realign 3-lane arterial | \$ | 6,000,000 | 100% | | | \$ | 6,000,000 | 100% | \$6,000,000 | 2014-2024 | | | | \$ - | \$ | - | \$ - |
| 1085 W | Vash Co | Walker | 158th | Murray | Widen to 5 lanes | \$ | 10,200,000 | 100% | | | \$ | 10,200,000 | 70% | \$7,140,000 | 2014-2024 | | _ | | \$ - | \$ | 2,105,020 | \$ 2,105,020 |
| 1086 W | Vash Co | Roy Rogers | Borchers | Sherwood UGB | Widen to 5 lanes | \$ | 12,000,000 | 100% | | | \$ | 12,000,000 | 95% | \$11,400,000 | 2014-2025 | | | | \$ - | . \$ | - | \$ - |
| | | 1, 1311 | | | | ' | | | | | <u> </u> | | | | | | - | | | _ | | |
| 1087 W | Vash Co | Roy Rogers | Sherwood UGB | Tigard UGB | Widen to 4/5 lanes | \$ | 30,000,000 | 100% | | | \$ | 30,000,000 | 70% | \$21,000,000 | 2025-2039 | | | | \$ - | \$ | - | \$ - |
| 1088 W | Vash Co | Cornelius Pass | Rosedale | Farmington | New 3-lane road extension | \$ | 31.800.000 | 100% | | | \$ | 31.800.000 | 100% | \$31.800.000 | 2018-2030 | | _ | | \$ - | · \$ | 20,584 | \$ 20,584 |
| | Vash Co | Tile Flat | Scholls Ferry | Bull Mountain | New 3-lane road extension | \$ | 72,900,000 | 100% | | | \$ | 72,900,000 | 100% | \$72,900,000 | 2018-2030 | | _ | | \$ - | \$ | | \$ - |
| 1090 W | Vash Co | Tile Flat | Bull Mountain | Beef Bend | New 3-lane road extension | \$ | 48,500,000 | 100% | | | \$ | 48,500,000 | 100% | \$48,500,000 | 2018-2030 | | | | \$ - | \$ | - | \$ - |
| 1091 W | | Grabhorn | Farmington | UGB | Realign curves; widen to 3-lanes | \$ | 5,300,000 | 100% | | | \$ | 5,300,000 | 100% | \$5,300,000 | 2025-2039 | \$ 8,1 | 95 | | \$ 111,0 | 14 \$ | - | \$ 111,014 |
| 1092 W | Vash Co | Kaiser | Springville | County line | Widen to 3 lanes | \$ | 12,000,000 | 100% | | | \$ | 12,000,000 | 100% | \$ 12,000,000 | 2018-2030 | | | | \$ - | \$ | 32,090 | \$ 32,090 |
| 4000 | | All arterials and | | | ADA facilities (including ramps, | | | | | | | | | | 0040 0000 | \$ 381.6 | | \$ 2,610,116 | \$ 381.6 | | 45 700 404 | |
| 1093 W | Vash Co | collectors | Countywide | Countywide | actuators, signal modifications, equipment, etc.) | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$ 10,000,000 | 2018-2030 | \$ 381,6 | 15 | \$ 2,610,116 | \$ 381,6 | 15 \$ | 15,783,164 | \$ 16,164,779 |
| | | Science Park | | | | | | | | | | | | | | | | | | | | |
| 1004 14 | Vash Co | | | | Complete etreete pedectrian | | | | | | | | | | | | | | | | | |
| 1034 11 | | Dr | Murray | Cornell | Complete streets, pedestrian | \$ | 7,000,000 | 100% | | | \$ | 7,000,000 | 100% | \$7,000,000 | 2019-2030 | | | | \$ - | \$ | | \$ - |
| | Vash Co | Dr Hall Blvd | Murray Scholls Ferry | Cornell Nimbus | Complete streets, pedestrian crossing, safety Bike lanes and sidewalks | \$ \$ | 7,000,000 | 100% | | | \$ | 7,000,000 | 100% | \$7,000,000 \$10,000,000 | 2019-2030 2019-2030 | \$ 1,000,2 | 87 | | \$ - | \$ | - | \$ - \$ 1,005,085 |
| | Vash Co | Dr | , | | crossing, safety | | | | | | | | | | | \$ 1,000,2 | 87 | | \$ - \$ 1,005,00 | \$ 85 \$ | - | \$ - \$ 1,005,085 |
| 1095 W | | Dr Hall Blvd | Scholls Ferry | Nimbus | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2019-2030 | \$ 1,000,20 | | | | | | |
| 1095 W | Vash Co Vash Co | Dr | , | | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes | | | | | | \$ | | | | | \$ 1,000,2 | | \$ 41,539 | \$ - \$ 1,005,00 | \$ 85 \$ \$ | | \$ - \$ 1,005,085 \$ 205,776 |
| 1095 W | | Dr Hall Blvd | Scholls Ferry | Nimbus | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2019-2030 | \$ 1,000,20 | | \$ 41,539 | | | | |
| 1095 W | | Dr Hall Blvd | Scholls Ferry | Nimbus | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2019-2030 | \$ 1,000,2 | | \$ 41,539 | | | | |
| 1095 W | | Dr Hall Blvd | Scholls Ferry | Nimbus | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ | 10,000,000 | 100% | Willamette | | \$ | 10,000,000 | 100% | \$10,000,000 | 2019-2030 | \$ 1,000,2 | | \$ 41,539 | | | | |
| 1095 W | | Dr Hall Blvd | Scholls Ferry | Nimbus | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian | \$ | 10,000,000 | 100% | Water | | \$ | 10,000,000 | 100% | \$10,000,000 | 2019-2030 | \$ 1,000,2 | | \$ 41,539 | | \$ | 205,776 | |
| 1095 W | Vash Co | Dr Hall Blvd Cornelius Pass | Scholls Ferry West Union | Nimbus County line | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ | 10,000,000 | 100% | Water Supply, | | \$ | 12,000,000 | 100% | \$10,000,000 | 2019-2030 | \$ 1,000,2 | | \$ 41,539 | \$ - | \$ | 205,776 | \$ 205,776 |
| 1095 W | Vash Co | Dr Hall Blvd Cornelius Pass | Scholls Ferry West Union | Nimbus County line | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian | \$ | 10,000,000 | 100% | Water Supply, MSTIP | | \$ | 12,000,000 | 100% | \$10,000,000 | 2019-2030 | \$ 1,000,21 | | \$ 41,539 | \$ - | \$ | 205,776 | \$ 205,776 |
| 1095 W 1096 W 1097 W | Vash Co Vash Co | Dr Hall Blvd Cornelius Pass | Scholls Ferry West Union Borchers | Nimbus County line Chicken Creek | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities | \$ | 10,000,000 | 100% 100% 100% | Water Supply, | | \$ | 12,000,000 | 100% | \$10,000,000 \$12,000,000 \$20,000,000 | 2019-2030 2019-2030 2019-2030 | \$ 1,000,2 | : | | \$ - | \$ | 205,776 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W | Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers | Scholls Ferry West Union | Nimbus County line | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian | \$ | 10,000,000 | 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ | 12,000,000 | 100% | \$10,000,000 | 2019-2030 | \$ 1,000,2 | : | \$ 41,539 | \$ - | \$ | 205,776 | \$ 205,776 |
| 1095 W 1096 W 1097 W | Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers | Scholls Ferry West Union Borchers | Nimbus County line Chicken Creek | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities | \$ | 10,000,000 | 100% 100% 100% | Water Supply, MSTIP Willamette Water | | \$ | 12,000,000 | 100% | \$10,000,000 \$12,000,000 \$20,000,000 | 2019-2030 2019-2030 2019-2030 | \$ 1,000,21 | : | | \$ - | \$ | 205,776 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W | Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers | Scholls Ferry West Union Borchers | Nimbus County line Chicken Creek | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes | \$ | 10,000,000 | 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ | 12,000,000 | 100% | \$10,000,000 \$12,000,000 \$20,000,000 | 2019-2030 2019-2030 2019-2030 | \$ 1,000,21 | : | | \$ - | \$ | 205,776 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W | Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers | Scholls Ferry West Union Borchers | Nimbus County line Chicken Creek | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities | \$ | 10,000,000 | 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ | 12,000,000 | 100% | \$10,000,000 \$12,000,000 \$20,000,000 | 2019-2030 2019-2030 2019-2030 | \$ 1,000,2 | : | | \$ - | \$ | 205,776 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W | Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin- Sherwood | Scholls Ferry West Union Borchers Langer Farms | Nimbus County line Chicken Creek OR 99W | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus | \$ | 10,000,000 12,000,000 20,000,000 17,000,000 | 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 | 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 | 2019-2030 2019-2030 2019-2030 2019-2030 | \$ 1,000,2 | : | | \$ - | \$ | 205,776 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W | Vash Co Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin- Sherwood | Scholls Ferry West Union Borchers Langer Farms | Nimbus County line Chicken Creek OR 99W Saltzman | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal | \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 | 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 | 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 | \$ 1,000,2 | : | \$ 13,226,186 | \$ - | \$ \$ | 205,776 1,255,916 27,772,677 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W 1099 W | Vash Co Vash Co Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin-Sherwood Cornell Terman | Scholls Ferry West Union Borchers Langer Farms 129th Murray | Nimbus County line Chicken Creek OR 99W Saltzman Hocken | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal | \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 | 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 | 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2020-2039 | \$ 1,000,2 | : | \$ 13,226,186 | \$ - \$ - | \$ \$ | 205,776 1,255,916 27,772,677 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W 1099 W 1100 W | Vash Co Vash Co Vash Co Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin-Sherwood Cornell | Scholls Ferry West Union Borchers Langer Farms | Nimbus County line Chicken Creek OR 99W Saltzman | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal | \$ \$ | 12,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 | 100% 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ | 12,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 | 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$2,000,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 | \$ 1,000,2 | : | \$ 13,226,186 | \$ - \$ - | \$ \$ | 205,776 1,255,916 27,772,677 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W 1099 W 1100 W | Vash Co Vash Co Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin-Sherwood Cornell Terman | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail | Nimbus County line Chicken Creek OR 99W Saltzman Hocken | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 3 lanes Widen to 5 lanes | \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 | 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 | 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2020-2039 | \$ 1,000,2 | : | \$ 13,226,186 | \$ - \$ - | \$ \$ | 205,776 1,255,916 27,772,677 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W 1099 W 1100 W | Vash Co Vash Co Vash Co Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin- Sherwood Cornell Terman Shannon Pl | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail Tracks | Nimbus County line Chicken Creek OR 99W Saltzman Hocken Terman | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 5 lanes Widen to 5 lanes Widen to 5 lanes | \$ \$ | 12,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 | 100% 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ | 12,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 | 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$2,000,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 | \$ 1,000,2 | : | \$ 13,226,186 | s - s - s - s - s - s - s - s - s - s - | \$ \$ | 205,776 1,255,916 27,772,677 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W 1099 W 1100 W 1101 W | Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin- Sherwood Cornell Terman Shannon Pl | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail Tracks Murray | Nimbus County line Chicken Creek OR 99W Saltzman Hocken Terman Cedar Hills | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 3 lanes Widening, turn lanes, bicycle and pedestrian facilities, intersection | \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 13,000,000 | 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 13,000,000 | 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$2,000,000 \$13,000,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 | \$ 1,000,2 | : | \$ 13,226,186 | s - s - s - s - s - s - s - s - s - s - | \$ \$ | 205,776 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W 1099 W 1100 W 1101 W | Vash Co Vash Co Vash Co Vash Co Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin-Sherwood Cornell Terman Shannon Pl Jenkins | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail Tracks | Nimbus County line Chicken Creek OR 99W Saltzman Hocken Terman | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 3 lanes Widen to 5 lanes Widening, turn lanes, bicycle and pedestrian facilities, intersection improvements at 198th Ave and | \$ \$ \$ | 12,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 | 100% 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ \$ \$ \$ \$ | 12,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 | 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$2,000,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 | \$ 1,000,2 | : | \$ 13,226,186 | \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ | 205,776 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W 1099 W 1100 W 1101 W 1102 W | Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin-Sherwood Cornell Terman Shannon Pl Jenkins Blanton | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail Tracks Murray 209th | Nimbus County line Chicken Creek OR 99W Saltzman Hocken Terman Cedar Hills | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Comell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 3 lanes Widen to 5 lanes Widening, turn lanes, bicycle and pedestrian facilities, intersection improvements at 198th Ave and 185th Ave and | \$ \$ \$ | 12,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 2,000,000 28,500,000 | 100% 100% 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ \$ \$ \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 13,000,000 28,500,000 | 100% 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$2,000,000 \$2,000,000 \$28,500,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 2025-2039 | \$ 1,000,2 | : | \$ 13,226,186 | \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ | 205,776 | \$ 205,776 \$ 1,255,916 |
| 1095 W 1096 W 1097 W 1098 W 1099 W 1100 W 11101 W 11102 W | Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin-Sherwood Cornell Terman Shannon PI Jenkins Blanton | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail Tracks Murray 209th Alexander | Nimbus County line Chicken Creek OR 99W Saltzman Hocken Terman Cedar Hills | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 3 lanes Widen to 5 lanes Widening, turn lanes, bicycle and pedestrian facilities, intersection improvements at 198th Ave and 185th Ave Widen to 5-Lane Arterial | \$ \$ \$ \$ \$ \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 13,000,000 28,500,000 12,800,000 | 100% 100% 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ \$ \$ \$ \$ \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 2,000,000 28,500,000 | 100% 100% 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$2,000,000 \$2,000,000 \$28,500,000 \$12,800,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 2025-2039 2025-2039 | \$ 1,000,2 | : | \$ 13,226,186 | \$ - \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ | 205,776 | \$ 205,776 \$ 1,255,916 |
| 1095 W. 1096 W. 1097 W. 1098 W. 1099 W. 1100 W. 1101 W. 1102 W. 1103 W. 1104 W. 1105 W. | Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin-Sherwood Cornell Terman Shannon Pl Jenkins Blanton | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail Tracks Murray 209th | Nimbus County line Chicken Creek OR 99W Saltzman Hocken Terman Cedar Hills | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Comell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 3 lanes Widen to 5 lanes Widening, turn lanes, bicycle and pedestrian facilities, intersection improvements at 198th Ave and 185th Ave and | \$ \$ \$ \$ \$ \$ \$ | 12,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 2,000,000 28,500,000 | 100% 100% 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ \$ \$ \$ \$ \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 13,000,000 28,500,000 | 100% 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$2,000,000 \$2,000,000 \$28,500,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 2025-2039 | \$ 1,000,21 \$ 1,000,21 | : | \$ 13,226,186 | \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 205,776 1,255,916 27,772,677 - - - - 89,271 | \$ 205,776 \$ 1,255,916 |
| 1095 W. 1096 W. 1097 W. 1098 W. 1099 W. 1100 W. 1101 W. 1102 W. 1103 W. 1104 W. 1105 W. | Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin- Sherwood Cornell Terman Shannon Pl Jenkins Blanton 198th TV Hwy | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail Tracks Murray 209th Alexander | Nimbus County line Chicken Creek OR 99W Saltzman Hocken Terman Cedar Hills | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 3 lanes Widen to 5 lanes Widening, turn lanes, bicycle and pedestrian facilities, intersection improvements at 198th Ave and 185th Ave Widen to 5-Lane Arterial | \$ \$ \$ \$ \$ \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 2,000,000 28,500,000 | 100% 100% 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ \$ \$ \$ \$ \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 13,000,000 28,500,000 12,800,000 12,800,000 | 100% 100% 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$2,000,000 \$13,000,000 \$28,500,000 \$22,000,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 2025-2039 2025-2039 | | : | \$ 13,226,186 | \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 205,776 1,255,916 27,772,677 - - - - 89,271 | \$ 205,776 \$ 1,255,916 \$ 27,772,677 |
| 1095 W 1096 W 1097 W 1098 W 1099 W 1100 W 1100 W 1101 W 1102 W 1103 W W | Vash Co | Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin- Sherwood Cornell Terman Shannon Pl Jenkins Blanton 198th TV Hwy | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail Tracks Murray 209th Alexander 198th | Nimbus County line Chicken Creek OR 99W Saltzman Hocken Terman Cedar Hills | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 3 lanes Widen to 5 lanes Widening, turn lanes, bicycle and pedestrian facilities, intersection improvements at 198th Ave and 185th Ave Widen to 5-Lane Arterial | \$ \$ \$ \$ \$ \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 2,000,000 28,500,000 | 100% 100% 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ \$ \$ \$ \$ \$ \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 13,000,000 28,500,000 12,800,000 12,800,000 | 100% 100% 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$2,000,000 \$13,000,000 \$28,500,000 \$22,000,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 2025-2039 2025-2039 | | : | \$ 13,226,186 | \$ - \$ - \$ - \$ - \$ - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 205,776 1,255,916 27,772,677 89,271 254,807,543 | \$ 205,776 \$ 1,255,916 \$ 27,772,677 |
| 1095 W 1096 W 1097 W 1098 W 1099 W 1100 W 1101 W 1102 W 1103 W 8600 W | Vash Co Dr Hall Blvd Cornelius Pass Roy Rogers Tualatin-Sherwood Cornell Terman Shannon Pl Jenkins Blanton 198th TV Hwy TOTAL | Scholls Ferry West Union Borchers Langer Farms 129th Murray Light Rail Tracks Murray 209th Alexander 198th Basalt Creek East-West Arterial | Nimbus County line Chicken Creek OR 99W Saltzman Hocken Terman Cedar Hills 170th Blanton | crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian facilities Widening, turn lanes, bike lanes Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal Widen to 3 lanes Widen to 5 lanes Add Dual WB Left-Turn Lanes | \$ | 10,000,000 12,000,000 20,000,000 17,000,000 1,500,000 2,000,000 13,000,000 2,8,500,000 12,800,000 2,200,000 1,705,608,444 | 100% 100% 100% 100% 100% 100% 100% 100% | Water Supply, MSTIP Willamette Water Supply, | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 12,000,000 12,000,000 17,000,000 1,500,000 1,500,000 2,000,000 13,000,000 28,500,000 12,800,000 2,200,000 677,242,470 | 100% 100% 100% 100% 100% 100% 100% 100% | \$10,000,000 \$12,000,000 \$20,000,000 \$17,000,000 \$1,500,000 \$10,000,000 \$2,000,000 \$13,000,000 \$22,000,000 \$22,000,000 \$2,000,000 \$1,500,000 | 2019-2030 2019-2030 2019-2030 2019-2030 2020-2030 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 | | : | \$ 13,226,186 | \$ - \$ - \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ 22,671,7 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 205,776 1,255,916 27,772,677 89,271 254,807,543 | \$ 205,776 \$ 1,255,916 \$ 27,772,677 \$ - |

| Project ID | Jurisdiction | Facility | From | To | Project | | | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | ole Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 22-23 TDT | FY 22-23 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------------------------------|--------------------------|---------------------------------|--|--------|-------------|---|---------------------------------------|-------------------------------------|-------|------------------------|-------------------|------------------------|---|--------------|---------------------------|----------------------|----------------------------|--|
| | Wilsonville | Day | Garden Acres | | Intersection improvements, roundabout, signal/lane modifications | \$ | 8,600,000 | 100% | | | \$ | 8,600,000 | 100% | \$8,600,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 8603 | Wilsonville | Day | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5 | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 8604 | Wilsonville | Elligsen | Parkway Center | Wilsonville city limit | Widen to 3 lanes | \$ | 3,000,000 | 60% | | | \$ | 1,800,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 8605 | Wilsonville | Grahams Ferry | | So. Washington County Limits | Widen to 3 lanes, urban upgrade | \$ | 13,200,000 | 60% | | | \$ | 7,920,000 | 100% | \$7,920,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 8606 | Wilsonville | Garden Acres | Day | Ridder | Widen, construct 3-lane road | \$ | 11,300,000 | 100% | | | \$ | 11,300,000 | 100% | \$11,300,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 8607 | Wilsonville- | Ridder | Kinsman | | Construct left turn pocket & signal | \$ | | - 100% | | | -\$ | | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 8608 | Wilsonville | Boones Ferry | Basalt Creek Pkwy | Day | Widen to 5 lanes | \$ | 1,200,000 | 100% | | | \$ | 1,200,000 | 100% | \$1,200,000 | 2019-2025 | | | \$ - | \$ - | |
| 8609 | Wilsonville | Grahams Ferry | Basalt Creek Pkwy | Day | Widen to 3 lanes, urban upgrade | \$ | 13,200,000 | 100% | | | \$ | 13,200,000 | 100% | \$13,200,000 | 2019-2025 | | | \$ - | \$ - | |
| 8610 | Wilsonville | | Elligsen/Boones Ferry | | Widen/Construct second southbound right-turn lane | \$ | 1,063,000 | 100% | | | \$ | 1,063,000 | 100% | \$1,063,000 | 2019-2025 | | | \$ - | \$ - | |
| 8611 | Wilsonville | Boones Ferry | 95th | | Access Management | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2019-2025 | | | \$ - | \$ - | |
| 8612 | Wilsonville | Java Rd | Boones Ferry | Grahams Ferry | Construct new road (Java Rd) with signal at Grahams Ferry | \$ | 1,500,000 | 100% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2020-2035 | | | \$ - | \$ - | |
| 8613 | Wilsonville | Grahams Ferry | RR Undercrossing | | Reconstruct existing railroad undercrossing to a 3-lane cross- section | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2020-2035 | | | \$ - | \$ - | |
| 8614 | Wilsonville | Basalt Creek Canyon Ridge Trail | | Basalt Creek Parkway | Extend ped/bike network | \$ | 700,000 | 100% | | | \$ | 700,000 | 100% | \$700,000 | 2020-2035 | | | \$ - | \$ - | |
| | Wilsonville | TOTAL | | | | \$ | 73,163,000 | | | | \$ | 65,523,000 | | \$65,523,000 | | \$ - | \$ - | \$ - | \$ - | \$ - |
| | TOTAL | | · | · | | \$ 3,7 | 774,264,058 | | | | \$ 3, | 705,345,512 | | \$ 3,632,267,367 | | \$ 9,216,991 | \$ 108,524,247 | \$ 88,498,853 | \$ 476,380,539 | \$ 564,789,977 |

Projects that are struck through have been removed from the current TDT Project List, but remain here to indicate funds spent on them.

| | 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 22-23 TDT | FY 22-23 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other | TDT and funding Present |
|-----|--|--|---------------------|------------------------------------|----------------------------------|----------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|----------------------------|-------|-------------------------|
| | and Bus Stop I 185th / Farmington Bus | Shelter and stop improvements to support continued development of | \$2,503,000 | 0% | \$2,503,000 | 100% | \$2,503,000 | 100% | \$2,503,000 | 58% | \$1,441,728 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 101 | Line Upgrades B-H Hwy Bus Line Upgrades | frequent service network (Line 52) Shelter and stop improvements to support continued development of | \$753,000 | 0% | \$753,000 | 100% | \$753,000 | 100% | \$753,000 | 58% | \$433,728 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Beaverton - Tualatin Bus | frequent service network (Line 54) Shelter and stop improvements to support continued development of | \$2,835,000 | 0% | \$2,835,000 | 100% | \$2,835,000 | 100% | \$2,835,000 | 58% | \$1,632,960 | 2014-2024 | | | \$ - | \$ - | \$ | _ |
| | Line Upgrades Jones Farm - South Hillsboro Bus Line Infrastructure | frequent service network (Lines 76/78) Shelter and stop infrastructure for new north-south bus line along Veterans Drive, Brookwood Pkwy, Century Blvd, and Alexander St (Line 41) | \$1,225,000 | 0% | \$1,225,000 | 100% | \$1,225,000 | 100% | \$1,225,000 | 58% | \$705,600 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | 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 | Orenco-Bethany Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 47) | \$2,425,000 | 0% | \$2,425,000 | 100% | \$2,425,000 | 100% | \$2,425,000 | 58% | \$1,396,800 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | 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 | | | \$ - | \$ - | \$ | - |
| | 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, including North Plains, Banks, and Gaston | \$3,500,000 | 20% | \$2,800,000 | 100% | \$2,800,000 | 100% | \$2,800,000 | 58% | \$1,612,800 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 109 | Tigard - Transit Stop Improvements | Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St | \$1,000,000 | 0% | \$1,000,000 | 100% | \$1,000,000 | 100% | \$1,000,000 | 58% | \$580,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Cornelius - Transit Stop Improvements | Upgrade transit stop amenities (shelters, seating, landing pads, route info, bike parking, lighting) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2040+ | | | \$ - | \$ - | \$ | - |
| 111 | Burnside/Cedar Hills Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 20) | \$ 1,300,000 | 0% | \$ 1,300,000 | 100% | \$ 1,300,000 | 100% | \$ 1,300,000 | 58% | \$ 754,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| | Cornelius Pass Road Bus Line Infrastructure | Shelter and stop infrastructure for new frequent service bus line along Cornelius Pass Road (Line 47) | \$ 400,000 | 0% | \$ 400,000 | 100% | \$ 400,000 | 100% | \$ 400,000 | 58% | \$ 232,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| | Baseline/Jenkin s Bus Line Infrastructure | Shelter and stop infrastructure for new bus lines along Main Street, Baseline Road and Jenkins Road (Lines 40/47) | \$ 1,400,000 | 0% | \$ 1,400,000 | 100% | \$ 1,400,000 | 100% | \$ 1,400,000 | 58% | \$ 812,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 114 | North Hillsboro – Willow Creek Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Croeni Avenue, Jacobsen Street, Brookwood Pkwy, Shute Road, and Butler Street (Line 88) | \$ 1,150,000 | 0% | \$ 1,150,000 | 100% | \$ 1,150,000 | 100% | \$ 1,150,000 | 58% | \$ 667,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 115 | Merlo – Tigard Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Merlo Road, 170th Avenue, 155th Avenue, Beard Road, 121st Avenue, and Gaarde Street (Line | \$ 1,250,000 | 0% | \$ 1,250,000 | 100% | \$ 1,250,000 | 100% | \$ 1,250,000 | 58% | \$ 725,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 116 | Progress Ridge Bus Line Infrastructure | Shelter and stop infrastructure for reroute or extension of bus lines along Scholls Ferry Road, Horizon Blvd, Murray Blvd, and Barrows Road (Lines 37/56/62) | \$ 625,000 | 0% | \$ 625,000 | 100% | \$ 625,000 | 100% | \$ 625,000 | 58% | \$ 362,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 117 | South Cooper Mountain Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Scholls Ferry Road, including bus layover in South Cooper Mountain (Line 56) | \$ 275,000 | 0% | \$ 275,000 | 100% | \$ 275,000 | 100% | \$ 275,000 | 58% | \$ 159,500 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 118 | West Beaverton Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Oak Street-Davis Road-Allen Blvd (Line 88) | \$ 325,000 | 0% | \$ 325,000 | 100% | \$ 325,000 | 100% | \$ 325,000 | 58% | \$ 188,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 119 | Durham Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Durham Road (Line 36) | \$ 425,000 | 0% | \$ 425,000 | 100% | \$ 425,000 | 100% | \$ 425,000 | 58% | \$ 246,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |

| | 1 | | | | | | | | | | | | | | T | ı | | |
|-----------------|--|---|----------------------------|------------------------------------|----------------------------------|-------------------------|---|------------|---|---------------------------|--|---|-----------------|------------------------------|----------------------|----------------------------|-------|-----------------|
| 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 22-23 TDT | FY 22-23 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other | TDT and funding |
| | 141st/Terman Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along 141st Avenue- Shannon Place and Terman Road (Line 62) | \$ 125,000 | 0% | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | Ü | \$ - | \$ - | \$ | - |
| 121 | McDonald/Bonit a Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along McDonald Street and Bonita Road (Line 38) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 122 | Wilsonville Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along 95th Avenue (Line 96) | \$ 125,000 | 0% | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 123 | Sunset – | Shelter and stop infrastructure for new north-south bus line along Saltzman Road and Laidlaw Road (Line 49) | \$ 825,000 | 0% | \$ 825,000 | 100% | \$ 825,000 | 100% | \$ 825,000 | 58% | \$ 478,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 124 | Walnut Street Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Walnut Street (Line 37) | \$ 350,000 | 0% | \$ 350,000 | 100% | \$ 350,000 | 100% | \$ 350,000 | 58% | \$ 203,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 125 | Oleson Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Oleson Road (Line 1) | \$ 225,000 | 0% | \$ 225,000 | 100% | \$ 225,000 | 100% | \$ 225,000 | 58% | \$ 130,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 126 | Multnomah Blvd Bus Line Infrastructure | Shelter and stop infrastructure for bus line reoute along Multnomah Blvd (Line 92) | \$ 75,000 | 0% | \$ 75,000 | 100% | \$ 75,000 | 100% | \$ 75,000 | 58% | \$ 43,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 127 | Beaverton – Sellwood Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Garden Home Road, 92nd Avenue, Allen Blvd, and Western Avenue (Line 45) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 128 | Amberglen - Beaverton Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along John Olsen Avenue, Aloclek Drive, Stucki Avenue, and Walker Road (Line 59) | \$ 1,000,000 | 0% | \$ 1,000,000 | 100% | \$ 1,000,000 | 100% | \$ 1,000,000 | 58% | \$ 580,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 129 | Basalt Creek Bus Infrastructure | Shelter and stop infrastructure for new north-south bus line along 124th Avenue, Basalt Creek Parkway (or Tonquin Rd), Grahams Ferry Road, and Day Street (Line 94) | \$ 1,125,000 | 0% | \$ 1,125,000 | 100% | \$ 1,125,000 | 100% | \$ 1,125,000 | 58% | \$ 652,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| Subtotal | | 3, 3, 3, 3, 3, 4, 5, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, | \$34,117,000 | | \$33,417,000 | | \$33,417,000 | | \$33,417,000 | | \$19,302,192 | | | | \$ - | \$ - | \$ | - |
| Transit Pr | riority Treatme | | | | | | | | | | | , | | | \$ - | \$ - | \$ | - |
| 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 | | | \$ - | \$ - | \$ | - |
| 201 Subtotal | Tigard - Transit Priority | Transit signal preemption at Hall Blvd and Hwy 99W intersection | \$5,000,000 \$7.750.000 | 0% | \$5,000,000 \$7,750,000 | 100% | \$5,000,000 \$7,750,000 | 100% | \$5,000,000 \$7,750,000 | 58% | \$2,900,000 \$4,484,000 | 2014-2024 | | | \$ - \$ - | \$ - \$ - | \$ | - |
| | des / Transit Co | enters | φι,ιου,υυυ | | φι,ιου,υυυ | | ψ1,130,000 | | φι,ιου,υυυ | 1 | ψ+,+υ4,000 | | | | \$ - | \$ - | \$ | - |
| | 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 | | | \$ - | \$ - | \$ | - |
| | OR 8 P&R | Cornelius - Develop OR 8 Park & Ride facilities at 10th and 26th Avenues | \$1,700,000 | 0% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 2028-2040 | | | \$ - | \$ - | \$ | - |
| Subtotal | n/Biovala Aarr | as to Transit | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | L | \$10,340,000 | | | | \$ - \$ - | \$ - | \$ | |
| redestria | n/Bicycle Acce | Ped/bike pathway connecting Tualatin | | 1 | | | | | | | | 1 | | | a - | a - | \$ | - |
| 400 | 65th Ave Multi- Use Trail | 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 | | | \$ 2,135,384 | \$ - | \$ 2, | ,135,384 |
| 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 | | | \$ - | \$ - | \$ | - |

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| | | | | Expected | | | Total Non- Federal/State | | Total Non- Federal/State Cost within | Future | Eligible SDC Amount (Total Non- Federal/State Cost within Wash, Co. | Estimated Project | | FY 22-23 | | | al TDT and |
|------------|---|--|---------------------|------------------------|----------------------------------|-------------------------|-----------------------------|------------|--|-----------------|--|-------------------------|-----------------|------------------|----------------------|-------------------------------|-------------------------|
| Project ID | Project Name | Project Description | Total Cost (2014\$) | Federal/State Share | Total Non- Federal/State Cost | % within Washington Co. | Cost within Wash. Co. | Capacity % | Wash. Co. Capacity Related | Growth Share | Future Capacity Related) | Completion Timeframe | FY 22-23 TDT | Other Funding | TDT 2009- Present | Other Funding 2009-Present | er funding 9-Present |
| 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 | \$9,450,000 | 0% | \$9,450,000 | 100% | \$9,450,000 | 90% | \$8,505,000 | 100% | \$8,505,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 406 | Bike & Rides | Enclosed, key card accessed bicycle parking at high capcity 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 | | | \$ - | \$ - | \$ - |
| 408 | Basalt Creek Canyon Trail | North/south trail connection within Basalt Creek making connections to east/west roadways. Includes grade separation of Basalt Creek Pkwy | \$450,000 | 0% | \$450,000 | 100% | \$450,000 | 90% | \$405,000 | 100% | \$405,000 | 2019-2029 | | | \$ - | \$ - | \$ - |
| 409 | I-5 Easement Trail | Trail parallel to I-5 providing north/south connection to existing bike and pedestrian facilities | \$750,000 | 0% | \$750,000 | 100% | \$750,000 | 90% | \$675,000 | 100% | \$675,000 | 2019-2029 | | | \$ - | \$ - | \$ - |
| 410 | Council Creek Regional Trail | Multi-use trail on railroad right-of-way connecting employment and residential areas to downtown Forest Grove, Cornelius, and Hillsboro Transit Center/Hatfield Government Station MAX | \$26,500,000 | 80% | \$5,300,000 | 100% | \$5,300,000 | 100% | \$5,300,000 | 100% | \$5,300,000 | 2025-2040 | | | \$ - | \$ - | |
| Subtotal | | IVIAA | \$109,671,036 | | \$87,771,036 | | \$87,771,036 | | \$79,439,432 | | \$79,439,432 | | | | \$ 2,069,914 | \$ - | \$ 2,069,914 |
| Transit Sy | stem Require | | | | | | | | | | | | | | \$ - | \$ - | \$ - |
| 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 maintanance 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 | 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 | | | \$ - | \$ - | \$ - |
| Subtotal | it T it // | IOT) | \$19,831,000 | | \$14,831,000 | | \$11,431,000 | | \$10,631,000 | | \$8,171,376 | | | | \$ - \$ - | \$ - \$ - | \$ |
| 600 | Amber Glen Streetcar loop circulator or Red Line extension | Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar | \$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 | | | \$ - | \$ 938,530 | \$ 938,530 |
| 603 | Cupact Highway | 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 | | | \$ - | \$ - | \$ - |

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| 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 22-23 Other Funding | TDT 2009- Present | Other Funda | ling | Total TI other fu 2009-Pr | unding |
|-------------------|-----------------------|--|------------------------------------|------------------------------------|---|----------------------------|---|------------|---|---------------------------|---|---|------------------------------|----------------------|----------------------------|-------|---------------------------------|--------------------|
| 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 | | \$ - | \$ | - \$ | \$ | - |
| | | 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 | | \$ - | \$ | - : | \$ | - |
| | 185th MAX Crossing | Construct Light-Rail Overcrossing and Modify Traffic Signal | \$85,435,000 | 80% | \$17,087,000 | 100% | \$17,087,000 | 100% | \$17,087,000 | 58% | \$9,910,460 | 2025-2039 | | | | | | |
| Subtotal TOTAL | | | \$1,866,435,000 \$2,054,504,036 | | \$907,587,000 \$1,068,056,036 | | \$667,587,000 \$824,656,036 | | \$667,587,000 \$815,524,432 | | \$416,398,460 \$538,135,460 | | | \$ - \$ 2,069,914 | \$ 938, \$ 938 , | 530 S | | 938,530 908,444 |

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Transportation Development Tax

Fiscal Year 2021-2022 Annual Report

July 1, 2021 through June 30, 2022

Washington County Department of Land Use & Transportation

December 2022

Board of County Commissioners

Kathryn Harrington, Chair Nafisa Fai • Pam Treece • Roy Rogers • Jerry Willey

Department of Land Use & Transportation

Stephen Roberts, Director
Andy Back, Manager, Planning and Development Services
Joe Younkins, Capital Projects Services Division Manager
Stacy Shetler, County Engineer
Erin Wardell, Principal Planner

Project Staff

Julie Sosnovske, Senior Transportation Planner
Steve Kelley, Senior Planner
Juli Mills, Senior Management Analyst
Marlene de Villa, Senior Accounting Assistant
Cindy Downey, Senior Financial Analyst
Michelle Morato, Management Analyst II
Emily Brown, Planning Assistant
Rachael Rider, GIS Technician III
Doria Mateja-Stellmacher, GIS Technician III
Sheila Giambrone, Senior Administrative Manager
VJ Prasad, Senior Information Systems Analyst

phone: (503) 846-3519 • fax: (503) 846-4412

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2021-2022 ANNUAL REPORT

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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 charge 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 No. 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) 2021-22 (July 1, 2021 through June 30, 2022) include the following:

- Washington County and the cities collected \$35.6 million in TDT cash proceeds, about eightyfive percent higher than the previous fiscal year (\$19.2 million), showing general overall growth since TDT was adopted in 2009.
- The county and cities issued **TDT credits with a total value of nearly \$16 million**, which is about 40 percent lower than the value of credits issued in FY 2020-21 (\$26.2 million).
- County and city TDT accounts collectively generated over **\$1 million in interest and investment income.**
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as "total TDT activity," was approximately \$52.7 million, an increase (about 12 percent) from the previous fiscal year (\$47 million).
- The cities and unincorporated Washington County collectively invested about \$17 million in TDT funds for transportation capital projects. Unincorporated Washington County invested the most TDT funds, totaling about \$7.9 million for improvements. Countywide, more than \$48 million in other revenue (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$2.5 million. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions and departments) administering the TDT.
- TDT accounts across the county had a total balance of over \$146 million on June 30, 2021.

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 charge, known as the Traffic Impact Fee (TIF), passed 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. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have each signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge 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 Project List ("TDT Project List") maintained by the county, are generally 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 pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 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 No. 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 No. 793.

In FY 2021-2022 several developments used the change-in-use discount, including three in Beaverton, four in Tigard and one in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2021-22 was \$248,125.

A-Engrossed Ordinance No. 793

A-Engrossed Ordinance No. 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- 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 No. 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.

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.

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, the ODOT index was replaced with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remained the same.

In 2018, the Index was adjusted again to account for FHWA updated NHCCI methodology and revised prior calculations based on the new procedures. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, this new index was incorporated into the rate adopted by the Board of Commissioners on April 13, 2019. The rate was adjusted using the new index and adopted by the Board of Commissioners on April 20, 2021.

Table 1: TDT INDEX HISTORY

Cost Change Index using the National Highway Construction Cost Index 2.0

| YEAR | 2017* | 2018 | 2019 | 2020 | 2021 |
|---------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Index Components | | | | | |
| Materials Component | | | | | |
| National Highway CCI 2.0* | 1.6752 | 1.7338 | 1.9088 | 1.9542 | 1.9240 |
| % Annual Change | 0.82% | 3.50% | 10.09% | 2.38% | -1.55% |
| Avg. 5-Year Change | 0.92% | 1.48% | 2.65% | 2.92% | 3.05% |
| Labor Component | | | | | |
| BLS Employment Cost Index | 128.3 | 132.4 | 137 | 140.3 | 145.2 |
| % Annual Change | 2.72% | 3.20% | 3.47% | 2.41% | 3.49% |
| Avg. 5-Year Change | 1.76% | 2.23% | 2.57% | 2.60% | 3.06% |
| Right-of-Way Component | | | | | |
| Avg. Total Real Market Value | \$581,558 | \$597,302 | \$614,277 | \$701,507 | \$750,932 |
| % Annual Change | 9.68% | 2.71% | 2.84% | 14.20% | 7.05% |
| Avg. 5-Year Change | 9.75% | 7.98% | 6.33% | 7.90% | 7.29% |
| 5-year rolling average weighted index | 2.939% | 3.005% | 3.360% | 3.824% | 3.901% |

<---->

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2022) was \$9,998, up from the \$9,623 charged between October 1, 2021and June 30, 2022.

III. COUNTYWIDE FINANCIAL ANALYSIS

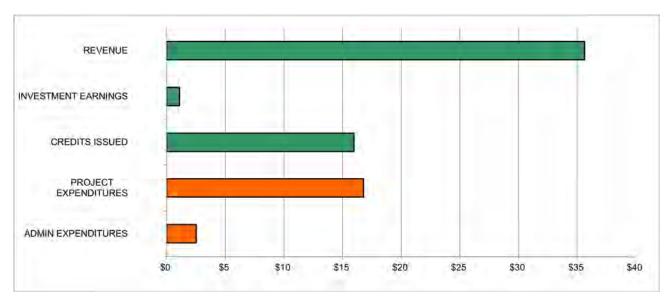
Countywide Total TDT Activity and Balance

In FY 2021-22, the county and cities collected \$35,637,392 in TDT revenue. This represents an eighty-five percent increase compared to the previous fiscal year, following overall development activity in Washington County and continuing the expected growth since the program started in 2009. County and city TDT accounts earned interest amounting to \$1,087,791. Jurisdictions issued 28 different credits totaling \$15,971,401 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$52,696,585 countywide in FY 2021-22.

Expenditures on capital projects (which may include design), totaled \$16.8million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about \$2.5 million. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2022 were added together for all jurisdictions across the county, the total "account balance" would be over \$146 million. 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 as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2021-22.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2021-22 (Reported in millions of \$)



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 prerecession assumptions, "expected" total TDT activity for FY 2021-22 should have been around \$43 million. Actual activity was about \$52.7 million, somewhat higher than that expectation. Total TDT activity in FY 2021-22 was up slightly (by about twelve percent) compared to FY 2020-21, showing continued overall growth since the program started in 2009.

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 graph. During the 2021-22 fiscal year, the total TDT activity is consistent with expected TDT activity anticipated in 2008.

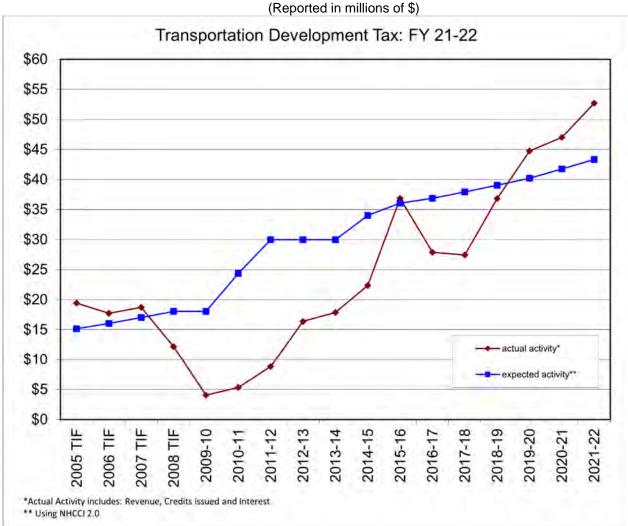
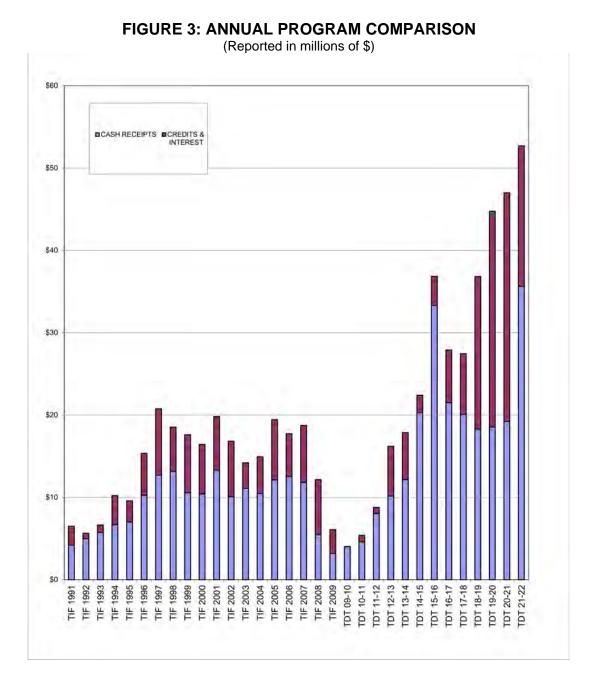


FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2021-22 with that of previous years, including TIF activity for calendar years prior to 2010. Prior to this year, FY 2020-21 had generated the most revenue and total activity since the TIF program went countywide in 1990. FY 2021-22 surpassed FY 2015-16 as the year that has generated the most revenue. FY 2020-21 remains the year in which the most credits were issued toward transportation system improvements. However, total activity in FY 2021-22 has been higher than any other year thus far, exceeding the record set in FY 2020-21.



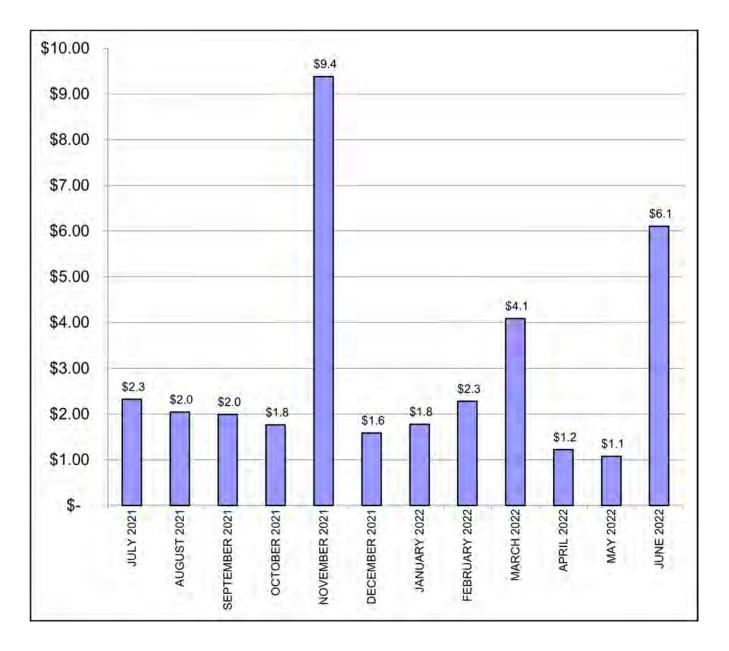
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TDT Payments by Month

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 2021-22, revenue ranged from about \$1.1 million in May, 2022, to about \$9.4 million in November, 2021.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2021-22

(Reported in millions of \$)



Interest Earned

During FY 2021-22, the countywide TDT program collected \$1,087,791 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 2 on the next page includes a breakdown of interest earnings by jurisdiction, 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.

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 2021-22, a total of twenty-eight separate TDT credits were issued: thirteen in Hillsboro, two in Tigard, three in Sherwood, two in Tualatin, and eight in unincorporated Washington County. The twenty-eight credits represent \$16 million in eligible improvements to the transportation system. Developers used about \$8.7 million in TDT credit vouchers to pay for TDT obligations, some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 2 and Figures 5 and 6 summarize FY 2021-22 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 2021-22, in order, were Hillsboro (\$13.9 million, 39 percent of total), unincorporated Washington County (\$4.4 million, 12 percent of total), Beaverton (\$4.1 million, 12 percent of total), Forest Grove (\$3.4 million, 10 percent of total), Tigard (\$2.5 million, seven percent of total), Cornelius (\$2.5 million, seven percent of total) and Tualatin (\$1.9 million, five percent of total). If credits and interest are included, Hillsboro had the most activity with \$25.3 million; followed by unincorporated Washington County with \$5.8 million; Beaverton with \$4.1 million; and Tigard with \$3.7 million in total TDT activity.

In terms of expenditures, unincorporated Washington County had the highest amount, with \$9.9 million for capital projects and administrative expenses; this was followed by Beaverton, with \$4.3 million in expenditures, Hillsboro with nearly \$3 million, and Tigard with just under \$1 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2022 was highest in Washington County (\$40.1 million), followed by the City of Hillsboro (\$27.4 million), Forest Grove (\$16.6 million), Tigard (\$16.2 million) and Beaverton (\$15.4 million).

TABLE 2: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2021-22 (Rounded to nearest dollar)

| Jurisdiction | Balance as of 7/1/21 | Cash Receipts | Interest Earnings & Transfers | Credits Issued* | "Total Activity" | Project & Admin Expenses | Balance as of 6/30/22 |
|-------------------|----------------------|------------------|-------------------------------------|--------------------|---------------------|--------------------------------|-----------------------|
| Banks | \$ 385,079 | \$ - | \$ 2,125 | \$ - | \$ 2,125 | \$ - | \$ 387,204 |
| Beaverton | \$ 15,490,510 | \$ 4,098,796 | \$ 107,055 | \$ - | \$ 4,205,851 | \$ 4,306,492 | \$ 15,389,869 |
| Cornelius | \$ 4,305,499 | \$ 2,495,562 | \$ 29,277 | \$ - | \$ 2,524,839 | \$ 163,501 | \$ 6,666,837 |
| Durham | \$ 16,597 | \$ - | \$ 89 | \$ - | \$ 89 | \$ 700 | \$ 15,986 |
| Forest Grove | \$ 13,135,486 | \$ 3,406,102 | \$ 31,062 | \$ - | \$ 3,437,164 | \$ - | \$ 16,572,650 |
| Gaston | \$ 73,056 | \$ - | \$ 342 | \$ - | \$ 342 | \$ - | \$ 73,397 |
| Hillsboro | \$ 16,224,951 | \$ 13,898,464 | \$ 205,533 | \$ 11,420,274 | \$ 25,524,271 | \$ 2,973,918 | \$ 27,355,030 |
| King City | \$ 506,022 | \$ - | \$ 2,208 | \$ - | \$ 2,208 | \$ 3,000 | \$ 505,230 |
| North Plains | \$ 2,918,573 | \$ 1,104,408 | \$ 15,254 | \$ - | \$ 1,119,663 | \$ 84,625 | \$ 3,953,611 |
| Portland | \$ - | \$ 19,246 | \$ 13 | \$ - | \$ 19,259 | \$ - | \$ 19,259 |
| Sherwood | \$ 3,681,394 | \$ 1,264,687 | \$ 28,273 | \$ 470,906 | \$ 1,763,867 | \$ 374,133 | \$ 4,600,220 |
| Tigard | \$ 14,589,196 | \$ 2,508,243 | \$ 106,921 | \$ 1,201,464 | \$ 3,816,627 | \$ 982,569 | \$ 16,221,790 |
| Tualatin | \$ 11,618,607 | \$ 1,890,398 | \$ 82,982 | \$ 1,469,707 | \$ 3,443,087 | \$ 526,923 | \$ 13,065,064 |
| Washington County | \$ 45,119,035 | \$ 4,407,029 | \$ 475,933 | \$ 1,409,051 | \$ 6,292,013 | \$ 9,878,581 | \$ 40,123,416 |
| Wilsonville | \$ 354,085 | \$ 544,457 | \$ 724 | \$ - | \$ 545,181 | \$ - | \$ 899,266 |
| Countywide Total | \$ 128,418,089 | \$ 35,637,392 | \$ 1,087,791 | \$ 15,971,401 | \$ 52,696,585 | \$ 19,294,444 | \$ 145,848,828 |

FIGURE 5: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2021-22

(Does not include credits, interest earnings or fund transfers)

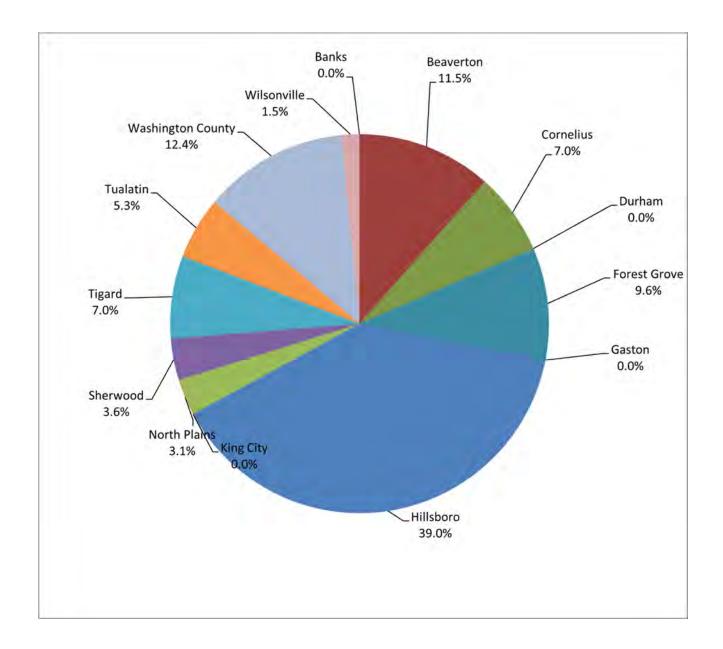
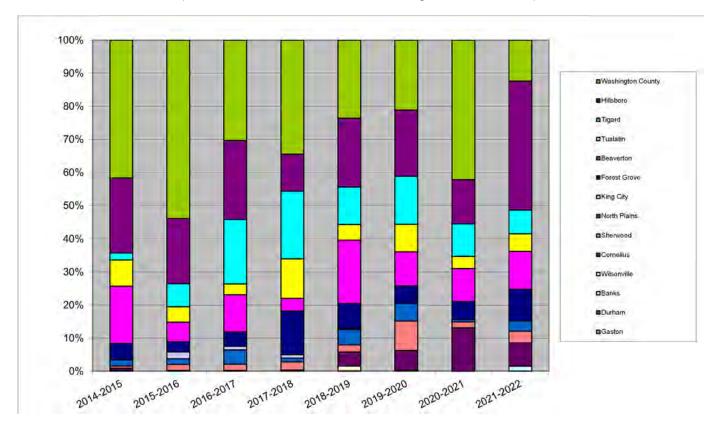


FIGURE 6: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2014-15 through FY 2021-22

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2021-22, eight cities and Washington County invested a combined total of about \$17 million in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2021-22 expenditures.

- The City of Hillsboro invested nearly \$2.9 million for three projects, including improvements on NE 28th Avenue, a Jackson School Road bike/ped project, and Hidden Creek between 49th and 53rd Avenues.
- Washington County used about \$7.9 million for improvements, including the intersection of Walker Road/Murray Boulevard and improvements to SW 198th Avenue, Thompson Road, Jenkins Road, 158th Avenue, and design for projects on Basalt Creek Parkway and Grabhorn Road.
- The City of Beaverton used about \$4 million for the South Cooper Mountain East-West collector improvement project as well as improvements to the Cedar Hills/Westgate – Dawson intersection, Western Avenue, and sidewalk along Allen Boulevard from SW 92nd Avenue to Scholls Ferry Road.
- The City of Sherwood used about \$346,000 for Arrow Street construction, predesign of improvements to Oregon Street, Tualatin-Sherwood Road widening, and the Cedar Creek Trail improvements.
- The City of Tigard used about \$1.1 million toward several projects, including contributions toward signal coordination on Upper Boones Ferry Road; Roy Rogers Road improvements; 121st Ave ped/bike facilities; signalizing at the Bonita Road/Sequoia intersection; and the Greenburg/Tiedeman/North Dakota loop project.
- The City of Cornelius used about \$160,000 toward their S. 29th Blvd. project.
- The City of North Plains invested over \$84,000 in a pedestrian path along West Union Road.
- The City of Tualatin used about \$473,000 toward their Garden Corner Curves and Tualatin-Sherwood Road improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2021-22, jurisdictions invested almost \$44 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- Roadway Improvements: Walker Road, Cornelius Pass Road, 158th Avenue, 198th Avenue, Roy Rogers Road, Jackson School Road, Jenkins Road, 209th Avenue, West Union Road, Springville Road, SW 121st Avenue, Tualatin-Sherwood Road, Thompson Road, Saltzman Road, Garden Corner Curves
- Roadway Extensions: East-West Collector Ice Age Drive analysis, Century Boulevard

- Intersection Improvements: 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, OR 47/Maple/Fern Hill, 25th Avenue/Cornell Road, Gales Creek/Thatcher Road, Farmington Road/River Road
- Bicycle/Pedestrian Projects: Jackson School Road, West Union Pedestrian Path, Hall Boulevard
- Bridge/Culvert Replacements: 227th Avenue over Rock Creek, Butner Road, Cornelius Pass Road/Rock Creek Bridge, Cornelius Pass Road/Butternut Creek Bridge
- ADA Ramps: Countywide
- Technology/Other: Countywide Smart Mobility Network

Additional Improvement Value Contributed by Development:

Starting in fiscal year 2017-18 some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2021-22 fiscal year, one city (Hillsboro) reported additional improvement value contributed by development to be almost \$1.9 million.

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 2021-22. In total, \$446.7 million has been invested in eligible road projects on the TDT Project List since 2009, including \$79.3 million in TDT funds and \$367.4 million in other funds. In addition, \$3 million has been invested in eligible transit projects, including \$0.9 million in TDT funds and just over \$2 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 would remain unfunded. As of the end of FY 2021-22, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 21 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in the past several years, 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 about \$3.0 billion in road projects and about \$525 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 \$1,814 per motor vehicle trip and \$315 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 21% of the eligible motor vehicle costs and 14% of eligible transit costs, as shown in Table 3 below. Compliance costs are assumed to have remained static.

TABLE 3: 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 | \$3,023,359,857 | 1,666,558 | \$1,814 | \$391 | 22% |
| Transit Cost | \$525,216,557 | 1,666,558 | \$315 | \$45 | 14.28% |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | \$3 | 95.5% |
| Total | \$3,553,810,413 | | \$2,132 | \$439 | N/A |

The TDT is now anticipated to cover a 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.

| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
|---------------|--------------|---------------------|--------------------------|-----------------------------------|--|--------------------------|---------------------------------------|------------------------------|-------------------------------|-----------------------------|-----------------|------------------------|------------------------------------|--------------|---------------------------|----------------------|-------------------------------|--|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Project Related to Capacity (%) | Primary Funding Source | Primary Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Project Completion Timeframe | FY 21-22 TDT | FY 21-22 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
| 2000 | Beaverton | 114th/115th | MAX Light Rail | Beaverton- Hillsdale/ Griffith | Construct 2-lane multimodal | \$ 11,040,000 | 100% | | | \$ 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | 120th | Center | Canyon | | \$ 9,825,600 | 100% | | | \$ 9,825,600 | 100% | \$9,825,600 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | 125th | Brockman | Hall | | \$ 15,345,600 | 100% | | | \$ 15,345,600 | 100% | \$15,345,600 | 2014-2024 | | | \$ - | \$ 143,127 | |
| 2003 | Beaverton | Allen | Hwy 217 | Western | | \$ 6,955,200 | 100% | | | \$ 6,955,200 | 100% | \$6,955,200 | 2014-2024 | | | \$ - | \$ 677,351 | \$ 677,351 |
| 2004 | Beaverton | Allen | Murray | Hwy 217 | Add turn lanes, bike lanes, sidewalks & signalize | \$ 45,926,400 | 100% | | | \$ 45,926,400 | 100% | \$45,926,400 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2005 | Beaverton | Farmington to no | | | Adaptive signal systems | \$ 11,040,000 | 100% | | | \$ 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2006 | Beaverton | Baltic | US26 WB | Barnes | Add NB aux lane; Add SB aux lane | \$ 570,000 | 100% | | | \$ 570,000 | 100% | \$570,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2007 | Beaverton | Barnes | 117th | Baltic | Bus pullouts, shelters, and transit amenities | \$ 700,000 | 100% | | | \$ 700,000 | 100% | \$700,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2008 | Beaverton | Barnes | 116th |] | Construct traffic signal; Construct | \$ 500,000 | 100% | | | \$ 500,000 | 77% | \$384,058 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Barnes | Cedar Hills | | 2nd WB left turn lane Add 2nd EB to SB right turn lane | \$ 450.000 | | | | \$ 450,000 | 100% | \$450.000 | 2014-2024 | | | \$ - | Q . | \$ - |
| | | | | | Ť | - | | | | | | | | | | Ψ | - | Ť |
| | Beaverton | Barnes | Cedar Hills Station | Valeria | Add WB aux lane; modify signals Construct signal and interconnect; | \$ 1,250,000 | | | | \$ 1,250,000 | 100% | \$1,250,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2011 | Beaverton | Barnes | North/Holly | | Add WB right turn lane | \$ 600,000 | 100% | | | \$ 600,000 | 100% | \$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 | 100% | | | \$ 1,900,000 | 100% | \$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 | 100% | | | \$ 600,000 | 100% | \$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 | 100% | | | \$ 2,100,000 | 100% | \$2,100,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2015 | Beaverton | Barnes | OR 217 | Leahy | Interconnect traffic signals | \$ 200,000 | 100% | | | \$ 200,000 | 88% | \$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 | 100% | | | \$ 2,700,000 | 100% | \$2,700,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2017 | Beaverton | Barnes | Baltic | Monterey PI | Add WB aux lane; Modify traffic signals | \$ 600,000 | 100% | | | \$ 600,000 | 100% | \$600,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2018 | Beaverton | Barnes | Monterey | | Add EB left turn lane; Modify traffic signal | \$ 500,000 | 100% | | | \$ 500,000 | 88% | \$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 | 100% | | | \$ 2,500,000 | 100% | \$2,500,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2020 | Beaverton | Beaverton- | Western | | Turn lanes, signal improvements | \$ 2,064,480 | 100% | | | \$ 2,064,480 | 100% | \$2,064,480 | 2025-2039 | | | s - | s - | s - |
| | | Hillsdale 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 | | | | \$ 1,430,000 | 100% | \$1,430,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | Canyon | 170th | OR 217 | Access management | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2023 | Beaverton | Canyon | Cedar Hills | | Turn lanes, signal improvements | \$ 6,922,080 | 100% | | | \$ 6,922,080 | 100% | \$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 | ļ | | | \$ 2,330,000 | 100% | \$2,330,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2025 | Beaverton | Cedar Hills | Barnes | US 26 WB | Add SB multi-use bike/ped facility | \$ 250,000 | 100% | | | \$ 250,000 | 100% | \$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 | 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2027 | Beaverton | Cedar Hills | US 26 WB | US 26 EB | Construct sidewalks and bike lanes | \$ 670,000 | 100% | | | \$ 670,000 | 100% | \$670,000 | 2014-2024 | | | \$ 2,503,285 | \$ - | \$ 2,503,285 |
| | | 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 | | | | \$ 1,770,000 | 100% | \$1,770,000 | 2014-2024 | | | \$ - | \$ - | \$ - |

| Project | | 5 35 | _ | _ | | Project Cost | Proportion of Project Related to | Other Primary Funding | Other Primary Funding | Eligible Capacity | Growth | Eligible SDC | Estimated Project Completion | EVOL 00 TRT | FY 21-22 Other | TDT 2009- | Other Funding | othe | al TDT and er funding |
|--------------|-------------------------|-------------------------------|-----------------------------|-------------------------|---|-------------------------------|--|-----------------------------|-----------------------------|-------------------------------|---------------|-----------------------------|------------------------------------|--------------|----------------|--------------------|------------------------------|------|--------------------------|
| 1D 2029 | Jurisdiction Beaverton | Facility Cedar Hills | From US 26 EB | To Butner | Project Convert NB right turn lane into Th- Rt Aux lane to US26 EB with ped | (2014\$) \$ 448,000 | Capacity (%) | Source | Revenue | Amount \$ 448,000 | Share 100% | Amount \$448,000 | 2014-2024 | FY 21-22 TDT | Funding | Present \$ - | 2009-Present | 2009 | 9-Present |
| | | | | Daniel . | island; Add sidewalk and bike lanes Add double left turn lanes on all | | | | | | | | | | | • | • | Ť | |
| 2030 | Beaverton | Cedar Hills | Walker | | approaches, add EB rt turn lane | \$ 3,643,200 | 100% | | | \$ 3,643,200 | 97% | \$3,545,614 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Beaverton | Cedar Hills | Walker | Farmington | Add turn lanes, bike lanes | \$ 20,976,000 | 100% | | | \$ 20,976,000 | 100% | \$20,976,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2032 | Beaverton Beaverton | Cedar Hills Cedar Hills | Jenkins Hall | | Turn lanes, signal improvements Add NB rt turn lane | \$ 2,550,240 \$ 728,640 | 100% 100% | | | \$ 2,550,240 \$ 728,640 | 100% | \$2,550,240 \$728,640 | 2025-2039 2025-2039 | | | \$ - | \$ - | \$ | |
| | | | | | Add aux lanes at all intersection | * .==,= | | | | | | | | | | φ | • | • | |
| | Beaverton | Cornell | 113th | | approaches; Modify traffic signal | \$ 700,000 | 100% | | | \$ 700,000 | 100% | \$700,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Beaverton | Cornell | 107th | 0-411:11- | | \$ 360,000 | 100% | | | \$ 360,000 | 100% | \$360,000 | 2014-2024 | | | \$ - | \$ - | \$ | - 05.007 |
| 2036 2037 | Beaverton Beaverton | Crescent Davies | Rose Biggi Scholls Ferry | Cedar Hills Barrows | Extend 2-lane multimodal Extend 2-lane multimodal | \$ 3,864,000 \$ 5,409,600 | 100% 100% | | | \$ 3,864,000 \$ 5,409,600 | 100% | \$3,864,000 \$5,409,600 | 2014-2024 2014-2024 | | | \$ - | \$ 65,237 \$ - | \$ | 65,237 |
| 2020 | Beaverton | Dawson/ | Dono Biggi | Hocken | Extend 2-lane multimodal | \$ 9,825,600 | 100% | | | \$ 9,825,600 | 100% | \$9,825,600 | 2014-2024 | \$ 171,249 | | \$ 1,013,802 | \$ 31,576 | \$ | 1,045,378 |
| | Beaverton | Westgate Denney | Rose Biggi Hall | Scholls Ferry | Add turn lanes, bike lanes & | \$ 9,825,600 | 100% | | | \$ 9,825,600 | 100% | \$6,734,400 | 2014-2024 | \$ 171,249 | \$ 40,702 | \$ 1,013,802 e | \$ 40,702 | | 40,702 |
| | | | | ocholis i erry | signalize | , . , | | | | , ., | | | | | φ 40,702 | φ - | | | |
| 2040 | Beaverton Beaverton | Farmington Farmington | Cedar Hills Lombard | 1 | Turn lanes, signal improvements Add NB rt turn lane | \$ 3,036,000 \$ 1,689,120 | 100% | | | \$ 3,036,000 \$ 1,689,120 | 100% | \$3,036,000 \$1,689,120 | 2025-2039 2025-2039 | | 1 | \$ - | \$ 4,481,573 \$ 2,492,788 | | 4,481,573 2,492,788 |
| 2042 | Beaverton | Hall extension | to Jenkins | | | \$ 15,897,600 | 100% | | | \$ 15,897,600 | 100% | \$15,897,600 | 2025-2039 | | | \$ - | \$ - | \$ | -, 102,700 |
| 2044 | Beaverton | Hall | Cedar Hills | Farmington | Add turn lanes, bike lanes | \$ 5,740,800 | 100% | | | \$ 5,740,800 | 100% | \$5,740,800 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2045 | Beaverton | Hall | Center | | | \$ 121,440 | 100% | | | \$ 121,440 | 100% | \$121,440 | 2025-2039 | | | \$ - | \$ - | \$ | |
| 2046 | Beaverton | Hall | Allen | 1 | Add EB&WB rt turn lanes, NB&SB double lefts | \$ 2,373,600 | 100% | | 1 | \$ 2,373,600 | 100% | \$2,373,600 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 2047 | Beaverton | Hall | Denney | | Turn lanes, signal improvements | \$ 850,080 | 100% | | | \$ 850,080 | 100% | \$850,080 | 2025-2039 | | | \$ - | \$ - | \$ | |
| 2048 | Beaverton | Hall | 500' south of Allen | 12th | Add turn lanes, bike lanes | \$ 6,734,400 | 100% | | | \$ 6,734,400 | 100% | \$6,734,400 | 2014-2024 | | | \$ - | \$ - | \$ | |
| | Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$ 18,878,400 | 100% | | | \$ 18,878,400 | 100% | \$18,878,400 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2050 | Beaverton | Millikan | Murray | | Rt turn lane for WB Millikan | \$ 607,200 | 100% | | | \$ 607,200 | 100% | \$607,200 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Beaverton | Millikan | 141st | Hocken | Add signal, turn lanes, bike & ped | \$ 2,870,400 | 100% | | | \$ 2,870,400 | 100% | \$2,870,400 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2052 | Beaverton Beaverton | Millikan Murrav | Watson Allen | 114th | Extend 2-lane multimodal Turn lanes, signal improvements | \$ 15,235,200 \$ 1,578,720 | 100% 100% | | | \$ 15,235,200 \$ 1,578,720 | 100% | \$15,235,200 \$1,578,720 | 2014-2024 2025-2039 | | | \$ 1,299 | \$ 936,571 | \$ | 936,571 1,299 |
| | Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$ 1,280,640 | 100% | | | \$ 1,280,640 | 100% | \$1,280,640 | 2025-2039 | | | \$ - | \$ - | \$ | - 1,233 |
| 2055 | Beaverton | New street | Broadway | 115th | | \$ 4,968,000 | 100% | | | \$ 4,968,000 | 100% | \$4,968,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2056 | Beaverton | Nimbus | Denney | Hall | | \$ 17,001,600 | 100% | | | \$ 17,001,600 | 100% | \$17,001,600 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2058 | Beaverton Beaverton | Rose Biggi Scholls Ferry | TV Hwy Allen | Broadway | Extoria E iano matamodai | \$ 3,312,000 \$ 4,128,960 | 100% 100% | | | \$ 3,312,000 \$ 4,128,960 | 100% | \$3,312,000 \$3,929,172 | 2014-2024 | \$ 342,400 | | \$ - \$ 342,400 | \$ - | \$ | 342.400 |
| | Beaverton | Scholls Ferry | Nimbus | | | \$ 1,733,280 | 100% | | | \$ 1,733,280 | 100% | \$1,733,280 | 2025-2039 | y 342,400 | | \$ - | \$ - | \$ | 342,400 |
| | Beaverton | Scholls Ferry | 125th | | Add SB rt turn lane | \$ 1,280,640 | 100% | | | \$ 1,280,640 | 100% | \$1,280,640 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 2062 | Beaverton | Scholls Ferry | Davies | | Add NB rt turn lane, close east end of Scholls Ferry @Barrows | \$ 331,200 | 100% | | | \$ 331,200 | 100% | \$331,200 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 2063 | Beaverton | Scholls Ferry | Barrows (west end) | | Add SB rt turn lane | \$ 331,200 | 100% | | | \$ 331,200 | 100% | \$331,200 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 2064 | Beaverton | Sexton Mountain | 160th | 155th | Extend 2-lane multimodal | \$ 2,760,000 | 100% | | | \$ 2,760,000 | 100% | \$2,760,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2065 | Beaverton Beaverton | Walker Walker | 173rd 167th | | Turn lanes, signal improvements Signalize, add SB left turn lane | \$ 2,760,000 \$ 187,680 | 100% 100% | | | \$ 2,760,000 \$ 187,680 | 100% | \$2,760,000 \$187,680 | 2025-2039 2025-2039 | | | \$ - \$ - | \$ 2,762,080 \$ 187,821 | | 2,762,080 187.821 |
| | Beaverton | Weir | 155th | 175th | Turn lanes, bike lanes, sidewalks | \$ 4,526,400 | 100% | | | \$ 4,526,400 | 100% | \$4,526,400 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2068 | Beaverton | 175th | UGB | Scholls Ferry | Widen to 5 lanes | \$ 6,345,000 | 100% | SCM TSDC | | \$ 6,345,000 | 100% | \$6,345,000 | 2014-2024 | \$ 1,000,000 | | \$ 1,000,000 | \$ 5,191,746 | \$ | 6,191,746 |
| 2069 | Beaverton | New East-West Collector | Tile Flat | Loon | New 3 lane collector | \$ 22,755,000 | 100% | SCM TSDC | | \$ 22,755,000 | 100% | \$22,755,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2070 | Beaverton | New North- South Collector | UGB | Scholls Ferry | New 2 lane collector | \$ 11,020,000 | 100% | SCM TSDC | | \$ 11,020,000 | 100% | \$11,020,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2071 | Beaverton | Scholls Ferry | Tile Flat | 175th / Roy Rogers | Widen to 5 lanes | \$ 8,165,000 | 100% | SCM TSDC | | \$ 8,165,000 | 100% | \$8,165,000 | 2014-2024 | | \$ 685 | \$ - | \$ 685 | \$ | 685 |
| 2072 | Beaverton | Scholls Ferry | Horizon/Teal | | New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection | \$ 500,000 | 100% | SCM TSDC | | \$ 500,000 | 100% | \$500,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 2073 | Beaverton | Tile Flat | UGB | Scholls Ferry | Widen to 3 lanes | \$ 3,025,000 | 100% | SCM TSDC | | \$ 3,025,000 | 100% | \$3,025,000 | 2025-2039 | | \$ 599 | \$ - | \$ 599 | \$ | 599 |
| 2074 | Beaverton | Western | Allen | Beaverton- Hillsdale | Reconstruct 4-lane roadway as 3- lane arterial with separated bicycle and pedestrian paths between Allen & 5th St. Add bike lanes between 5th St. and B-H Hwy Includes traffic signals modification. | \$ 6,500,000 | 100% | SCM TSDC | | \$ 6,500,000 | 100% | \$6,500,000 | 2014-2024 | \$ 2,546,389 | | \$ 2,820,878 | \$ - | \$ | 2,820,878 |
| 2075 | Beaverton | Hocken Ave | RR Tracks | Tualatin-Valley Hwy | Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation | \$ 2,500,000 | 100% | SCM TSDC | | \$ 2,500,000 | 76% | \$1,900,000 | 2014-2024 | | | \$ 97,409 | \$ - | \$ | 97,409 |

| | | | | | | | | | | | | | | | | | | l | | | | |
|---------------|--------------|---|---------------------------------|--|--|------|--------------------|----------------------------|--------------------------|--------------------|------|------------------------|-------------------|------------------------|-------------------------|--------------|---------------------------|---------------------|-------|-------------------------------|------|---------------------------|
| | | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | | Estimated Project | | | | | | Tota | al TDT and |
| Project ID | Jurisdiction | Facility | From | То | Project | | ect Cost 014\$) | Related to Capacity (%) | Funding Source | Funding Revenue | | ble Capacity Amount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 21-22 TDT | FY 21-22 Other Funding | TDT 2009 Present | | Other Funding 2009-Present | oth | ner funding 09-Present |
| 2076 | Beaverton | Watson | Hall | Farmington | Construct protected bike lanes, traffic signals and intersection | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2024-2034 | | | \$ - | 9 | - | | |
| | Beaverton | TOTAL | <u> </u> | <u> </u> | improvements. | \$ 3 | 70,139,600 | | | | \$ | 370,139,600 | | \$369,041,668 | | \$ 4,060,038 | \$ 41,986 | \$ 7,779,0 | 73 \$ | 17,011,855 | \$: | 24,790,928 |
| 2500 | Banks | OR 6 | Aerts Road | | Construct intersection improvement or roundabout | \$ | 5,800,000 | 100% | City SDCs | | \$ | 5,800,000 | 100% | \$5,800,000 | 2025-2040 | | | \$ - | 9 | - | | |
| 2501 | Banks | Banks Rd | OR 47 | Aerts Rd | Widen, improve intersection sight distance, provide shoulders, construct continuous or intermittent left-turn lanes | \$ | 10,200,000 | 100% | City SDCs | | \$ | 10,200,000 | 100% | \$10,200,000 | 2025-2040 | | | \$ - | \$ | - | | |
| 2502 | Banks | New Collector (West Banks) | Cedar Canyon Road | Main Street/OR 47 (South of Sunset Park) | Construct new 2/3 lane collector | \$ | 15,700,000 | 100% | City SDCs | | \$ | 15,700,000 | 100% | \$15,700,000 | 2025-2040 | | | \$ - | 9 | - | | |
| 2503 | Banks | New Collector (Fast Banks) | Banks Road | Aerts Road (north of OR 6) | Construct new 2/3 lane collector | \$ | 5,500,000 | 100% | City SDCs | | \$ | 5,500,000 | 100% | \$5,500,000 | 2025-2040 | | | \$ - | 9 | - | | |
| | Banks | TOTAL | | (norar or orco) | | \$ | 37,200,000 | | | | \$ | 37,200,000 | | \$37,200,000 | | \$ - | \$ - | \$ - | 9 | - | \$ | - |
| 7000 | Cornelius | 10th | Adair/Main | Baseline | Add left & right turn lanes at couplet intersection approaches | \$ | | 100% | Developer / ODOT Rail | \$880,000 | \$ | | - 100% | \$0 | 2014-2024 | | | \$ 234,6 | 87 \$ | 9,595,616 | \$ | 7,155,001 |
| 7001 | Cornelius | 14th | Holladay | Dogwood | Add signals at TV Hwy and widen- existing travel lanes | \$ | | 75% | ODOT Hair | | -\$ | | - 100% | \$0 | 2025-2039 | | | \$ - | 9 | - | \$ | - |
| 7002 | Cornelius | Baseline | 10th | 20th | Inteconnect signals and consolidate access points | \$ | | - 100% | federal grant | \$3,060,000 | \$ | | - 100% | \$0 | 2014-2024 | | | \$ 447,4 | 92 \$ | 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 | \$ | | – 75% | | | \$ | _ | - 100% | \$ 0 | 2014-2024 | | | \$ - | \$ | 9,015,238 | \$ | 9,015,238 |
| 7004 | Cornelius | Davis St Extension | 4th | 10th | New 2-lane collector | \$ | 2,255,000 | 100% | | | \$ | 2,255,000 | 100% | \$2,255,000 | 2040+ | | | \$ - | 9 | - | \$ | - |
| 7005 | Cornelius | Forest Grove- Connectivity | East Forest Grove city limit | West Cornelius- city limit | Construct new 2-lane-collector- between Cornelius & Forest Grove | \$ | - | - 100% | | | \$ | • | – 100% | \$0 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 7006 | Cornelius | Holladay St Extension | Yew (Forest Grove) | 4th | New 2-lane collector | \$ | 2,960,000 | 100% | | | \$ | 2,960,000 | 100% | \$2,960,000 | 2028-2040 | | | \$ - | 9 | - | \$ | - |
| 7007 | Cornelius | Holladay St Extension | 10th | Gray | New 2-lane collector | \$ | 2,810,000 | 100% | | | \$ | 2,810,000 | 100% | \$2,810,000 | 2040+ | | | \$ - | 9 | - | \$ | - |
| 7008 | Cornelius | Holladay St Extension | Gray | 19th | New 2-lane collector | \$ | 3,085,000 | 100% | | | \$ | 3,085,000 | 100% | \$3,085,000 | 2040+ | | | \$ - | 9 | - | \$ | - |
| 7009 | Cornelius | 19th Ave | 20th Ave | Council Creek Bridge | Build complete street with sidewalk and bike facilities. Also new RR crossing and possible mini- roundabouts at Holladay & Davis | \$ | 1,975,000 | 100% | | | \$ | 1,975,000 | 100% | \$1,975,000 | 2018-2027 | | | \$ | 4 | 87,698 | \$ | 87,698 |
| 7010 | Cornelius | TV Highway- Corridor | 4th | 29th | Traffic signal system coordination | -\$- | | - 100% | | | \$ | | - 100% | \$0 | 2014-2024 | | | \$ - | 9 | - | \$ | - |
| 7011 | Cornelius | New N-S Collector | Baseline | Kodiak | New 2-lane collector for SE UGB Expansion Area, with improved rail crossing south of Baseline and new signalized intersection with Baseline. | \$ | 9,390,000 | 100% | | | \$ | 9,390,000 | 100% | \$9,390,000 | 2018-2027 | \$ 159,741 | | \$ 340,9 | 99 \$ | - | \$ | 340,999 |
| 7012 | Cornelius | SE Cornelius New Collectors | South of Ginger St | Boundary | New collector through UGB expansion area: 20th, Jasper, 26th, 29th, Kodiak, and shared-use path south of Jasper Roundabout | \$ | 13,955,000 | 100% | | | \$ | 13,955,000 | 100% | \$13,955,000 | 2018-2027 | | | \$ - | \$ | - | \$ | - |
| 7013 | Cornelius | 26th | Webb | New- roundabout at- Jasper/Kodiak | Extend-collector within UGB- expansion area | -\$ | | - 100% | | | -\$- | | - 100% | \$0 | 2014-2024 | | | \$ - | 9 | - | \$ | - |
| 7014 | Cornelius | Dogwood Extension | 28th | 345th | Extend collector within UGB expansion area | \$ | 2,085,000 | 100% | | | \$ | 2,085,000 | 100% | \$2,085,000 | 2028-2040 | | | \$ - | 9 | - | \$ | - |
| 7015 | Cornelius | Complete Collector Pedestrian Facilities | Citywide | | 4th Ave: Adair to Fawn 20th Ave: Alpine to Elder 29th Ave: North UGB to Baseline Adair: 1st to 7th Baseline: 4th to 10th (north side) | \$ | 2,913,000 | 100% | | | \$ | 2,913,000 | 100% | \$2,913,000 | 2018-2027 | | | \$ - | 9 | · - | \$ | - |
| 7016 | Cornelius | Baseline North Frontage Rd | East Lane | NW 344th Ave | Create collector frontage road on north side of Baseline and intersection improvements with possible signal at NW 341st Ave | \$ | 2,830,000 | 100% | | | \$ | 2,830,000 | 100% | \$2,830,000 | 2018-2027 | | | \$ - | 9 | - | \$ | - |
| 7017 | Cornelius | Davis Street Extension | 10th Ave | Fred Meyer Eastern Driveway | Complete pedestrian/bike facilities west of 19th and build new collector east of 19th | \$ | 3,490,000 | 100% | | | \$ | 3,490,000 | 100% | \$3,490,000 | 2028-2040 | | | \$ - | 9 | - | \$ | - |
| 7018 | Cornelius | 341st Ave | Baseline | North terminus of street | Complete pedestrian facilities and improve to collector standards | \$ | 526,000 | 100% | | | \$ | 526,000 | 100% | \$526,000 | 2028-2040 | | | \$ - | \$ | - | \$ | - |
| 7019 | Cornelius | Baseline St | 26th Ave | East Lane | Complete pedestrian facilities | \$ | 1,035,000 | 100% | | | \$ | 1,035,000 | 100% | \$1,035,000 | 2028-2040 | | | \$ - | 9 | - | \$ | - |

| | | | | | | | | | | | | | | | | | | _ | | _ | | | |
|---------------|---------------|---------------------------|------------------|--|---|-----|------------------------|-----------------------|--------------------|--|----------------|------------------------|-----------------|----------------------------|-----------------------|--------------|------------|--------------------|------------|----------------------|---------------|---------------|-----------|
| | | | | | | | | Proportion of | Other | Other | | | | | Estimated | | | | | | | | |
| Project | | | | | | Dr | roiect Cost | Project Related to | Primary Funding | Primary | Eligible | Capacity | Growth | Eligible SDC | Project Completion | | FY 21-22 C | Othor | TDT 2009- | | Other Funding | | TDT and |
| Project ID | Jurisdiction | Facility | From | То | Project | | (2014\$) | Capacity (%) | Source | Funding Revenue | | Capacity ount | Growth Share | Amount | Timeframe | FY 21-22 TDT | Funding | | Present | | 2009-Present | | 9-Present |
| | | | | S. UGB | 1 10,000 | | (==: .+) | о-р-с-н, (/c) | | | | | | | | | | _ | | # | | | |
| 7020 | Cornelius | 29th Blvd | S. City Limits | (345th/Cook | New collector | \$ | 2,120,000 | 100% | | 1 | \$ | 2,120,000 | 100% | \$2,120,000 | 2040+ | | | \$ | \$ - | \$ | - | \$ | - |
| | | | | Rd) | | | | | L | | | | | | | | | | | | | | |
| 7021 | Cornelius | | 20th Ave | E. City Limits | Complete two-way bike blvd. | \$ | 1,500,000 | 100% | | \vdash | \$ | 1,500,000 | 100% | \$1,500,000 | 2040+ | | | \$ | <u>i -</u> | - \$ | | \$ | - |
| 7022 | Cornelius | Baseline Frontage Rd | NW 341st Ave | E. City Limits | Create collector frontage road | \$ | 1,545,000 | 100% | <u>'</u> | 1 | \$ | 1,545,000 | 100% | \$1,545,000 | 2040+ | | | 9 | | | _ | • | |
| 7022 | Comonac | (south side) | | L. Ony Limito | Croate conceter from age road | Ť | 1,010,000 | 10070 | İ ' | 1 | ľ | 1,010,000 | 10070 | ψ1,010,000 | 20101 | | | | | " | | Ĭ | |
| 7023 | Cornelius | Davis Street | Fred Meyer | N. 26th Ave | Extend collector | s | 2,065,000 | 100% | | [| \$: | 2,065,000 | 100% | \$2,065,000 | 2040+ | | | | s - | s | | s | _ |
| 7020 | Comonac | Extension | Driveway | 11. 207110 | | _ | 2,000,000 | 10070 | ' | \vdash | | 2,000,000 | 10070 | \$2,000,000 | 20101 | | | _ | | Ť | | Ľ. | |
| | | Complete | | | Complete bicycle facilities on collectors (e.g. pavement | | | | 1 | 1 ' | | | | | | | | | | | | 1 | |
| 7024 | Cornelius | Collector Ped and Bike | Citywide | | markings, shared streets, signage, | \$ | 8,030,000 | 100% | | 1 | \$ | 8,030,000 | 100% | \$8,030,000 | 2040+ | | | \$ | \$ - | \$ | | \$ | - |
| | | facilities | - | | etc.) and fill sidewalk gaps on | | | | 1 | 1 ' | | | | | | | | | | | | 1 | |
| | | | | | collectors | S | 04 500 000 | | | igspace | \$ 6 | 4.500.000 | | \$0.4 F00 000 | | 6 450.744 | • | _ | ê 575.0 | 00 (| 7.440.440 | • | 0.004.000 |
| | | TOTAL Upper Boones | At Tualatin | | Add 2 through lanes (Durham | _ | 64,569,000 | | | | | 4,569,000 | | \$64,569,000 | | \$ 159,741 | \$ | | \$ 575,68 | | 7,449,116 | \$ 6 | 8,024,802 |
| 8000 | Durham | Ferry | River | | share of cost only) | \$ | 600,000 | 100% | 1 | 1 ' | \$ | 600,000 | 57% | \$342,857 | 2014-2024 | | | \$ | \$ 11,00 | 00 \$ | - | \$ | 11,000 |
| | | TOTAL | | | | \$ | 600,000 | | | | \$ | 600,000 | | \$342,857 | | \$ - | \$ | - 5 | \$ 11,00 | 00 | \$ - | \$ | 11,000 |
| | | 19th | Poplar | HWY 47 | Extend 2-lane collector | \$ | 1,517,156 | 100% | | <u> </u> | | 1,517,156 | 100% | \$1,517,156 | 2019-2029 | | | 9 | <u> </u> | \$ | - | \$ | - |
| /501 | Forest Grove | 23rd/24th | Hawthorne | Quince | Construct 2-lane collector | \$ | 4,260,000 | 100% | | | \$ | 4,260,000 | 100% | \$4,260,000 | 2025-2039 | | | -+ | <u>, -</u> | - 1 5 | | Þ | |
| 7502 | Forest Grove | 26th | Sunset | Oak | Extend 2-lane collector and improve 26th Ave to city standards | \$ | 9,800,000 | 95% | | i ' | \$: | 9,310,000 | 100% | \$9,310,000 | 2019-2029 | | | \$ | \$ 2,15 | 55 \$ | 262,593 | \$ | 264,748 |
| | | | | | Improve 26th Ave to city standards | | | | L | | | | | | | | | $oldsymbol{\perp}$ | | | | | |
| | | 1 | | 1 | Construct improvements (e.g. | | | | 1 | i ' | 1 | | | | | | | | | 1 | ļ | | |
| 7503 | Forest Grove | OR 47 | Maple | | traffic signal including interconnect | \$ | 5,000,000 | 75% | İ ' | 1 | \$ | 3,750,000 | 100% | \$3,750,000 | 2019-2029 | | \$ 26 | 6,995 | è - | \$ | 127,055 | \$ | 127,055 |
| | | | <u> </u> | | with rail crossing in longer term) | | | | | | | | | | | | | L | | $\perp \!\!\! \perp$ | | | |
| 7504 | Forest Grove | OR 47 | Elm | | Construct improvements (e.g. | \$ | 520,000 | 75% | | 1 | \$ | 390,000 | 100% | \$390,000 | 2019-2029 | | | 9 | \$ - | \$ | - | \$ | - |
| 7505 | Forest Grove | R | David Hill | Hartford | traffic signal) Extend 2-lane collector | -\$ | | 100% | | \vdash | \$ | | 100% | \$0 | 2014-2024 | | | 9 | | | | • | |
| | | D :::::: | | Forest Gale | Full street reconstruction to urban | \$ | 4 000 000 | | - | | | 4 000 000 | | | | | | | T | 25 0 | 0.000.004 | | 0.000.010 |
| 7506 | | David Hill | Thatcher Road | Drive | collector standard | | 4,000,000 | 100% | | <u> </u> | | 4,000,000 | 100% | \$4,000,000 | 2021-2031 | | | | \$ 15,19 | 95 \$ | 8,268,024 | \$ 8 | 8,283,219 |
| 7507 7508 | | E/Pacific/19th | E 26th | 19th | Extend 2-lane couplet | \$ | 4,940,000 | 100% | | ļ! | | 4,940,000 | 100% | \$4,940,000 | 2019-2029 | | | \$ | τ | \$ | | \$ | - |
| | Forest Grove | Hawthorne Heather | OR 47 | Willamina Mountain View | Extend 2-lane collector Extend 2-lane collector | \$ | 7,885,582 1,730,000 | 100% 100% | | $\vdash \vdash \vdash$ | | 7,885,582 1.730.000 | 100% 100% | \$7,885,582 \$1,730,000 | 2019-2029 | | | \$ | , - | \$ | | \$ | |
| 7510 | Forest Grove | Laurel | 26th | 22nd | Extend 2-lane collector | \$ | 8,598,914 | 100% | | | | 8,598,914 | 100% | \$8,598,914 | 2019-2029 | | | - 5 | 5 - | \$ | | S | |
| | Forest Grove | | David Hill | Hartford | Extend 2-lane collector | \$ | 0,000,011 | 100% | | | \$ | - | 100% | \$0 | 2014-2024 | | | \$ | 5 - | \$ | - | \$ | - |
| 7512 | Forest Grove | Oak | OR 47 | Pacific | Upgrade to 2-lane collector; add | \$ | 6,200,788 | 75% | | 1 | \$ | 4,650,591 | 100% | \$4,650,591 | 2019-2029 | | | 9 | \$ - | \$ | - | \$ | _ |
| | | | | | signal Realign and signalize intersection; | _ | -,, | | | \vdash | <u> </u> | ,, | | * ,, | | | | -+ | | ÷ | | i – | |
| 7513 | Forest Grove | Thatcher | Gales Creek | David Hill | road improvements from Gales | \$ | 14,543,206 | 75% | | 1 | \$ 10 | 0,907,405 | 100% | \$10,907,405 | 2019-2029 | | \$ 174 | 4,916 | \$ - | \$ | 398,753 | \$ | 398,753 |
| | | | | | Creek to David Hill | | | | | <u> </u> | | | | | | | · · | | | L | | | · |
| 7514 | Forest Grove | TV Hwy | Quince | | Add turn lanes / signal | \$ | 4,294,293 | 25% | ' | \vdash | \$ | 1,073,573 | 100% | \$1,073,573 | 2019-2029 | | | \$ | <u>i -</u> | \$ | | \$ | - |
| 7515 | Forest Grove | Willamina | Main | Sunset | Improve collector to city standards | \$ | 2,168,128 | 95% | · | 1 ' | \$ | 2,059,722 | 100% | \$2,059,722 | 2019-2029 | | | 5 | \$ - | \$ | 4,423 | \$ | 4,423 |
| 7516 | Forest Grove | Yew | Adair | Pacific | Construct Improvements (e.g. | \$ | 3,000,000 | 100% | | · | s : | 3,000,000 | 100% | \$3,000,000 | 2021-2031 | | | - | s - | | | | |
| 7310 | i diest Glove | iew | Adaii | r acinc | traffic signal or restrictions) | φ | 3,000,000 | 10078 | | | φ. | 3,000,000 | 10076 | \$3,000,000 | 2021-2031 | | | 4 | | _ " | | <u> </u> | |
| 7517 | Forest Grove | OR 47 | Martin | | Construct Improvements (e.g. traffic signal or roundabout) | \$ | 8,000,000 | 100% | | 1 ' | \$ | 8,000,000 | 100% | \$8,000,000 | 2019-2029 | | \$ 818 | 8,193 | β - | \$ | 1,909,077 | 1 | |
| | Forest Grove | TOTAL | | | tranic signar or roundabout) | \$ | 86,458,067 | | | | \$ 7 | 6,072,942 | | \$76,072,942 | | s - | \$ 1.02 | 20.104 | \$ 17.35 | 50 \$ | 10,969,924 | \$ 10 | 0.987.274 |
| 9000 | Gaston | Church | 3rd | Trail | Improve to collector standards | \$ | 720,000 | 100% | | | \$ | 720,000 | 100% | \$720,000 | 2014-2025 | - | * ., | ó | 5 - | \$ | - | | 1000 |
| 9001 | Gaston | | Park | Cottonwood | Improve to collector standards | \$ | 225,000 | 100% | | | \$ | 225,000 | 100% | \$225,000 | 2014-2025 | | | 9 | <u> </u> | \$ | | | |
| | Gaston | TOTAL | 1 | ı | | \$ | 945,000 | | | | \$ | 945,000 | | \$945,000 | | \$ - | \$ | - \$ | - ز | \$ | - | \$ | |
| 3000 | Hillsboro | 1st/Glencoe | Grant | | Install traffic signal/ widen Glencoe for southbound left turn lane, add | \$ | 2,000,000 | 100% | | i ' | \$ | 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | , | s - | \$ | | \$ | |
| 3000 | | | | | left turn lane on Grant | Ľ | _,_00,000 | .5576 | L ' | <u> </u> | Ľ., | ,===,000 | . 50,0 | +=,==0,000 | | | <u></u> | | | | | Ĺ | |
| 3001 | Hillsboro | 13th/River | TV Hwy |] | Add EB right turn lane and NB left | \$ | 4,500,000 | 100% | | ı —— | \$ 4 | 4,500,000 | 100% | \$4,500,000 | 2025-2039 | | | 9 | \$ - | \$ | - | \$ | - |
| , | | | | | turn lane Widen 3 lanes Main to Hyde Circle, | Ė | ,, | | — | igwdapsilon | - - | , | | | | | | -+ | | Ť | | _ | |
| 000- | 1100-1 | 004 | 0 | | Widen to 5-lanes Hyde Circle to | | F 000 05 - | 400 | 1 | i ' | | F 000 000 | 4000 | #F 000 000 | 0044.000 | | | | | | 00.40- | | 70.04 |
| 3002 | Hillsboro | 28th | Cornell | Main | Cornell, Modify LRT Crossing | \$ | 5,000,000 | 100% | 1 | i ' | \$ | 5,000,000 | 100% | \$5,000,000 | 2014-2024 | \$ 5,640 | | 3 | \$ 47,88 | 81 \$ | 30,466 | \$ | 78,347 |
| 2002 | Hillsboro | COth | Quatama | Main | equipment | | 4,943,785 | 100% | <u> </u> | ' | | 4,943,785 | 100% | \$4,943,785 | 2025-2039 | | \$ 5 | 5,465 \$ | | - | 1,891,024 | • | 1,891,024 |
| | | 69th | | iviaifi | New 3 lane extension Intersection capacity and signal | \$ | | | | | | | | | | | a : | 3,400 | , - | \$ | 1,891,024 | 3 | 1,091,024 |
| 3004 | Hillsboro | 185th | Walker | | improvements | \$ | 6,000,000 | 100% | L ' | <u> </u> | \$ | 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | <u></u> | 4 | <i>,</i> - | \$ | | \$ | - |
| | | Amberglen | | Amberglen | New 3-lane collector, Remove | _ | 0.05 | | | | _ | 0.050 | 46 | 00.05 | 0044 | _ | | | | | | _ | |
| 3005 | Hillsboro | Pkwy/194th Extension | Cornell | Pkwy | segment Amberglen Pkwy | \$ | 2,250,000 | 100% | 1 | i ' | \$ | 2,250,000 | 100% | \$2,250,000 | 2014-2024 | | | \$ | \$ - | \$ | - | \$ | - |
| | | Amberglen | | | | | | | | \vdash | | | | | | | | \dashv | | + | | | |
| 3006 | | Pkwy/194th | Stucki Extension | | Signalize or construct roundabout | \$ | 1,100,000 | 100% | | i ' | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | ¢ | 5 - | \$ | - | \$ | - |
| | | Extension | | ļ | | | | | | <u>'</u> | ļ | | | | | | | | | 4 | | | |
| 3007 | Hillsboro | Amberglen Pkwv/194th | Stucki Extension | Wilkins | New 3-lane collector | \$ | 3.500.000 | 100% |] ' | i ' | \$ | 3,500,000 | 100% | \$3,500,000 | 2025-2039 | | | 9 | s - | s | _ | s | |
| 3007 | i iiii3DUIU | Extension | OLUGAI EAGUSION | CHIAHAA | 140W O IAITE COILECTOI | φ | 3,300,000 | 100% | 1 | i ' | Ψ. | 5,500,000 | 100% | φ3,300,000 | 2023-2039 | | | 4 | , | a | - | ű | |
| | | EXICISION | | | | | | | | | | | | | | | | | | | | $\overline{}$ | |
| | | Amberglen | | | | | | | | ١ , | | | | | | | | | | | l | | |
| 3008 | | | Wilkins | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ | \$ - | \$ | - | \$ | - |

| | | | | | | | | | | 1 | | | | | | | | | | |
|---------------|------------------------|----------------------|----------------------|------------------|--|----------------------|------------------------------|--------------|--|----------|------------------------|-------------------|---------------------------|-------------------------|--------------|---------------------------|----------------------|---|--------------|---------------------------|
| | | | | | | | Proportion | | Other | | | | | Estimated | | | | | | |
| Desired | | | | | | D:+ O | Project | Primary | Primary | E0-0 | LI- Oi | Comments | Elizible CDC | Project | | FV 04 00 Other | TDT 0000 | Other Franking | | al TDT and |
| Project ID | Jurisdiction | Facility | From | То | Proiect | Project C (2014\$ | st Related to Capacity (9 | | Funding Revenue | | ble Capacity Amount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 21-22 TDT | FY 21-22 Other Funding | TDT 2009- Present | Other Funding 2009-Present | | ner funding 09-Present |
| | | 205th/John | | | ,, | | | | revenue | | | | | | 112122101 | runding | 1 TOSCIII | 2000 T TOSCITE | | o i icacii |
| 3009 | Hillsboro | Olson | Wilkins | MAX Light Rail | Complete bike lanes | \$ 200 | ,000 100 | % | | \$ | 200,000 | 100% | \$200,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3010 | Hillsboro | 209th | Blanton | | Signalize; turn lane improvements | \$ 67 | ,000 100 | % | | \$ | 671,000 | 100% | \$671,000 | 2014-2024 | | | s - | s - | s | _ |
| | | | | | | - | - | + | - | | | | | | | | Ť | Ť | Ť | |
| 3011 | Hillsboro | 209th | Kinnaman | | Signalize; turn lane improvements | \$ 1,010 | ,000 100 | % | | \$ | 1,016,000 | 100% | \$1,016,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3012 | Hillsboro | 209th | McInnis Lane | | Construct traffic signal or | \$ 1,574 | ,000 100 | % | | \$ | 1,574,000 | 100% | \$1,574,000 | 2014-2024 | | | s - | s - | s | |
| 0012 | 111100010 | 20011 | Butternut Creek | | roundabout | * ., | ,000 | ,,, | 1 | <u> </u> | 1,07 1,000 | 10070 | ψ1,011,000 | 20112021 | | | • | * | * | |
| 3013 | Hillsboro | 209th | Pkwv | | Signalize | \$ 364 | ,000 100 | % | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3014 | Hillsboro | 209th | Deline | | Signalize | | ,000 100 | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3015 | Hillsboro | 209th | Vermont | | Signalize | | ,000 100 | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3016 | Hillsboro | 209th | Murphy Lane | | Signalize | | ,000 100 | | 1 | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | |
| 3017 | Hillsboro | 67th | TV Hwy | | Close south leg and modify signal | \$ 93 | 5,000 100 | % | | \$ | 935,000 | 100% | \$935,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3018 | | 67th | Alexander | Kinnaman | Widen to 3 lanes | \$ 4,120 | | | | \$ | 4,126,000 | 100% | \$4,126,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3019 | | Century | Kinnaman | | construct roundabout Widen to 3 lanes; Realign and | \$ 1,02 | | | - | \$ | 1,027,000 | 100% | \$1,027,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3020 | Hillsboro | Century | Kinnaman | Rosedale | construct Butternut Creek bridge | \$ 16,00 | ,000 100 | % | | \$ | 16,007,000 | 100% | \$16,007,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3021 | Hillsboro | Century | Murphy | | Construct roundabout | \$ 1,046 | | | | \$ | 1,046,000 | 100% | \$1,046,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3022 | Hillsboro | 231st | MAX Light Rail | Baseline | Widen to 3 lanes | \$ 6,80 | 0,000 100 | % | 1 | \$ | 6,800,000 | 100% | \$6,800,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3023 | Hillsboro | 231st | Cornell | Campus Way | Widen to 5 lanes with multimodal improvements | \$ | - 100 | % Developer | \$330,000 | \$ | - | - 100% | \$0 | 2014-2024 | | | \$ 1,328,708 | \$ - | \$ | 1,328,708 |
| | | | | | Construct southbound cycle track | | | | | | | | | | | | | | | |
| 3024 | Hillsboro | 231st | Campus Way | Cherry | and west pedestrian improvements | \$ | - 100 | % Developer | \$100,000 | \$ | | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | | 1 | | 1 | Signal & pedestrian crossing- | | | | <u> </u> | | | | | | | | _ | _ | | |
| 3025 | Hillsboro | 231st | MAX Light Rail | | improvements | \$ | - 100 | % Developer | \$25,000 | \$ | | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | Century | Johnson | _ | Signalize | | ,000 100 | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3027 3028 | Hillsboro Hillsboro | Starr Starr | Meek Huffman | Evergreen | New 3-lane collector Signalize | \$ 12,000 \$ 364 | ,000 100 | | 1 | \$ | 12,000,000 364,000 | 100% 100% | \$12,000,000 \$364,000 | 2014-2024 2014-2024 | | | \$ - | \$ - | \$ | |
| 3029 | | Starr | Evergreen | | Signalize | | 4,000 100 | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | 25th Ave | Cornell | | Intersection capacity and signal impl | | | | \$ 5,000,000 | \$ | 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | \$ 336,614 | \$ - | \$ 679,767 | \$ | 679,767 |
| | Hillsboro | 30th | Meek | Evergreen | New 3 lane collector | \$ 14,000 | | ,0 | | \$ | 14,000,000 | 100% | \$14,000,000 | 2014-2024 | | | \$ 893,409 | \$ 110,634 | \$ | 1,004,043 |
| 3032 3033 | Hillsboro Hillsboro | 30th | Huffman Evergreen | | Signalize Signalize | | ,000 100 | | 1 | \$ | 364,000 364,000 | 100% 100% | \$364,000 \$364,000 | 2025-2039 2014-2024 | | | \$ - | \$ - | \$ | |
| 3034 | Hillsboro | Airport (Butler) | Brookwood | Dawson Cr | Widen to 3 lanes and install new | \$ 1,10 | , | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | ¢ | \$ - | s | |
| 3034 | HIIISDOIO | | BIOOKWOOG | Dawson Ci | signal at Brookwood Pkwy | Φ 1,10 | 5,000 | 70 | | Ф | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | Φ - | 3 - | à | |
| 3035 | Hillsboro | Blanton Extension | 67th | 209th | New 3 lane collector | \$ 12,52 | ,000 100 | % | | \$ | 12,521,000 | 100% | \$12,521,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 2020 | Hillsboro | Blanton | Town Center | | 0: | \$ 364 | .000 100 | 0/ | | \$ | 204.000 | 4000/ | \$364,000 | 2014-2024 | | | s - | s - | s | |
| 3036 | HIIISDOIO | Extension | Drive | | Signalize | \$ 304 | ,000 100 | % | | Ъ | 364,000 | 100% | \$364,000 | 2014-2024 | | | 5 - | ъ - | Þ | - |
| 2027 | Hillsboro | Blanton | West Neighborhood | | Signalize | \$ 36- | ,000 100 | 0/ | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | s - | s - | \$ | |
| 3037 | HIIISDOIO | Extension | Route | | Signalize | φ 304 | ,000 | 76 | | Ф | 304,000 | 100% | \$364,000 | 2014-2024 | | | Φ - | 5 - | Þ | |
| 3038 | Hillsboro | Aloclek | Walker | Cornelius Pass | Extend 3 lane | | 9,666 100 | | | \$ | 3,909,666 | 100% | \$3,909,666 | 2014-2024 | | | \$ - | \$ 449,709 | \$ | 449,709 |
| 3039 | Hillsboro | Walker | Cornelius Pass | John Olsen | Widen to 3 lane | \$ 2,93 | 2,250 100 | % | | \$ | 2,932,250 | 100% | \$2,932,250 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3040 | Hillsboro | Walker Extension | Amberbrook | Stucki extension | Extend 3 lanes | \$ 1,400 | ,000 100 | % | | \$ | 1,400,000 | 100% | \$1,400,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3041 | Hillsboro | Walker | 194th | | Signalize | \$ 364 | ,000 100 | 0/. | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | s - | s - | s | |
| 3041 | TIIISDOTO | Extension | 15401 | | · · | φ 50- | ,000 | 70 | | φ | 304,000 | 100 /8 | \$304,000 | 2014-2024 | | | Ψ - | 9 | φ | _ |
| 3042 | Hillsboro | Bentley | Brookwood | 1 | Add EB Left turn lane and Signalize | \$ 1,10 | 0,000 | % | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ 137,100 | \$ - | \$ | 137,100 |
| | | Blanton | East | | | | | | 1 | 1 | | | | | | | | | | |
| 3043 | Hillsboro | Extension | Neighborhood | 1 | Signalize | \$ 36- | ,000 100 | % | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | | | Route | | Widen to 7 lanes, add turn lanes | | | | 1 | | | | | | | | | | | |
| 3044 | Hillsboro | Brookwood | US 26 | Evergreen | and aux lanes at Evergreen | \$ | 100 | % | <u> </u> | \$ | | - 100% | \$0 | 2014-2024 | | | \$ 1,597,643 | \$ 16,015,075 | \$ ' | 17,612,718 |
| 3045 | Hillsboro | Brookwood | Cornell | | Add SB through lane, Add EB and | \$ 5.50 | 0,000 100 | % | | \$ | 5,500,000 | 100% | \$5,500,000 | 2014-2024 | _ | | \$ 532.548 | \$ 1,317,835 | \$ | 1,850,382 |
| | | Campus Ct | | - | WB 2nd Left Turn Lanes | * *,** | ,,,,, | - | | | | | , -,, | | | | | , | Ť | |
| 3046 | Hillsboro | extension | West terminus | Ray Circle | Construct new 2/3 lane collector | \$ 1,800 | ,000 100 | % Developer | \$100,000 | \$ | 1,700,000 | 100% | \$1,700,000 | 2014-2024 | | | \$ 2,431,571 | \$ - | \$ | 2,431,571 |
| 3047 | Hillsboro | Century | Baseline | Lois | New 3 lane and bridge over Rock | \$ 16,50 | 0,000 100 | % | | \$ | 16,500,000 | 100% | \$16,500,000 | 2014-2024 | _ | \$ 1,188,096 | \$ 1,225,008 | \$ 3,856,480 | \$ | 5,081,487 |
| | | | | + | Creek Extend 3 lane, including Hwy 26 | | - | + | 1 | <u> </u> | | | | | | ,, | | | - | |
| 3048 | Hillsboro | Century/229th | West Union | Evergreen | overcrossing | \$ 21,00 | 0,000 | % | | \$ | 21,000,000 | 100% | \$21,000,000 | 2014-2024 | | | \$ 3,906,847 | \$ 85,530 | \$ | 3,992,377 |
| | | | | | Widen to 5 lanes; Reconstruct | | | | İ | 1 | | | | | | | | | | |
| 3049 | Hillsboro | Century | Johnson | Alexander | Railroad crossing, Add EB right | \$ 7,94 | ,000 100 | % | | \$ | 7,943,000 | 100% | \$7,943,000 | 2014-2024 | | \$ 6,977,898 | \$ - | \$ 10,045,891 | \$ - | 10,045,891 |
| | | I . | | I | turn lane, EB bus pullout, Modify TV Hwy signal | | | | | 1 | | | | | | | | | | |
| 3050 | Hillsboro | Century | Alexander | | Signalize | \$ 364 | ,000 100 | % | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3051 | Hillsboro | Century | Alexander | Old UGB | Construct multi-modal | \$ 519 | ,000 100 | % | | \$ | 519,000 | 100% | \$519,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3052 | Hillsboro | Century | Davis | 67th | improvements New 3 lane collector | \$ 5,12 | | | | \$ | 5,127,000 | 100% | \$5,127,000 | 2014-2024 | | | \$ 57,678 | \$ - | \$ | 57,678 |
| 3002 | | - 5111013 | | | 2nd NB right turn lane to US26 | پ ب _ر ن | , | Developer, | 1 | 1 | 5, 121,000 | .0078 | ψο, ι.Σ., ι. | | | | | - | Ť | |
| 3053 | Hillsboro | Cornelius Pass | Cornell | HWY 26 | East, and multimodal- | \$ | - 10 0 | | 1 | -\$- | | - 100% | \$0 | 2014-2024 | | | \$ 344,778 | \$ 17,701,402 | \$ ' | 18,046,180 |
| | | | l | 1 | enhancements | | | & MSTIP | 1 | 1 | | | <u> </u> | <u> </u> | | | | | | |

| | | | | | | | Proportion o | Other | Other | | | | | Estimated | | | | | 1 | otal TDT and |
|--------------|------------------------|----------------------------------|-------------------------|------------------------|--|---|-----------------------|--------------------|--------------------|--------------|------------------|--------------|----------------------------|------------------------|--------------|----------------|---------------|--------------|------|-------------------------------|
| Project | | | | | | Project Co | Project Related to | Primary Funding | Primary Funding | Eligible Cap | pacity G | Growth | Eligible SDC | Project Completion | | FY 21-22 Other | TDT 2009- | Other Fundin | | otal IDI and other funding |
| ID | Jurisdiction | Facility | From | То | Project | (2014\$) | Capacity (% | | Revenue | Amoun | | Share | Amount | Timeframe | FY 21-22 TDT | Funding | Present | 2009-Presen | | :009-Present |
| | | | | | Extend Cornelius Pass Road south, | | | | | | | | | | | | | | | |
| 3054 | Hillsboro | Cornelius Pass | TV Hwy | | Construct at-grade rail crossing | \$ 27,429 | ,000 1009 | 6 | | \$ 27,42 | 29.000 | 100% | \$27,429,000 | 2014-2024 | | | \$ - | \$ - | s | _ |
| | | | , | | and close private crossings, Add intersection capacity, modify signal | * =:,:= | , | | | | , | | | | | | 1 | ľ | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to | | | | | | | | | | | | | | | |
| 3055 | Hillsboro | Cornelius Pass | TV Hwy | Rosedale | Rosedale, 7-lane ROW TV Hwy to | \$ 45,848 | ,000 1009 | 6 | | \$ 45,84 | 48,000 | 100% | \$45,848,000 | 2014-2024 | | \$ 169,398 | \$ 6,212 | \$ 354,20 | 4 \$ | 360,416 |
| | | | | | Alexander-Blanton; Construct Butternut Creek 5-lane bridge | | | | | | | | | | | | | | | |
| 2050 | Hillsboro | Cornelius Pass | Town Center X- | | | \$ 364 | 000 1009 | , | | \$ 36 | 64.000 | 100% | \$364.000 | 2014-2024 | | | s - | s - | s | |
| | | | ing | | Construct signalized Z-crossing | * *** | | | | 7 | , | | ***** | | | | 5 - | 5 - | | - |
| 3057 3058 | Hillsboro Hillsboro | | Blanton Kinnaman | | Signalize and add turn lanes Signalize | \$ 724 \$ 364 | | | | | 24,000 64,000 | 100% 100% | \$724,000 \$364,000 | 2014-2024 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | Cornelius Pass | | | | \$ 364 | | | | | 64,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3060 | Hillsboro | Cornelius Pass | Butternut Creek | | Signalize | \$ 364 | 000 1009 | 6 | | \$ 36 | 64,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | |
| 3061 | Hillsboro | Cornelius Pass | Deline | | Signalize | \$ 364 | 000 1009 | 6 | | \$ 36 | 64,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | | Vermont | | Signalize | \$ 364 | | | | | 64,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3063 3064 | Hillsboro Hillsboro | Cornelius Pass Cornelius Pass | Murphy Lane Rosedale | | Signalize Construct roundabout or signal | \$ 364 \$ 1,408 | | | | | 64,000 08,000 | 100% | \$364,000 \$1,408,000 | 2025-2039 2025-2039 | | | \$ - \$ - | \$ - | \$ | |
| | | | | | Widen 5 lane, Construct | | | | | | | | | | | | <u> </u> | Ť | Ť | |
| 3065 | Hillsboro | Cornell | Arrington | Main | Intersection capacity/signal and/or | \$ 15,000 | ,000 1009 | 6 | | \$ 15,00 | 00,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ - | \$ 45,71 | 0 \$ | 45,710 |
| | | | | | safety improvements Add EB and NB right turn lanes. | _ | | | | | | | | | | | | | s | |
| | Hillsboro | Cornell | 229th | | add WB 2nd left turn lane | \$ | 1009 | | | -\$ | | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | Ť | - |
| | Hillsboro | Cornell | Amberbrook | | Signalize Add EB right turn lane and 3rd SB | \$ 364 | | | | | 64,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | |
| 3068 | Hillsboro | Cornell | 185th | | through lane | \$ 1,200 | ,000 1009 | 6 | | \$ 1,20 | 00,000 | 100% | \$1,200,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3069 | Hillsboro | Davis Extn | River Rd | South CWS- boundary | construct 2/3 lane collector, modify- traffic signal | \$ | - 100 9 | 6 | | -\$ | -+ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - ' |
| 3070 | Hillsboro | Edgeway (Salix Ext) | Holly | Walker | New 3 lane extension | \$ 4,000 | ,000 1009 | 6 | | \$ 4,00 | 00,000 | 100% | \$4,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3071 | Hillsboro | Everareen | Jackson School | 15th | Widen to 5 lanes | \$ 6.500 | 000 1009 | 6 | | \$ 6.50 | 00.000 | 100% | \$6,500,000 | 2025-2039 | | | s - | s - | s | _ |
| | | g | (south) | | Add 2nd EB/WB Left turn lanes, | * -, | | | | * -, | | | 40,000,000 | | | | * | * | Ť | |
| 3072 | Hillsboro | Evergreen | 229th | | Add NB Right Turn lane, and | \$ 2,500 | ,000 1009 | 6 | | \$ 2,50 | 00,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | | | | | modify traffic signal Add second eastbound left turn | | | - | | | - | | | | | | | | _ | |
| 3073 | Hillsboro | Evergreen | Imbrie | | lane | \$ 2,000 | 000 1009 | 6 | | \$ 2,00 | 00,000 | 100% | \$2,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 0074 | | | 0 " 0 | | Add 2nd SB, and NB Left Turn- Lanes, Add NB and WB Right Turn- | 4 | 1009 | MSTIP | | -\$ | | 4000/ | | 00440004 | | | \$ - | s - | s | |
| 3074 | Hillsboro | Evergreen | Cornelius Pass | | Lanes | - | 100% | - WISTIP | | - | | 100% | \$0 | 2014-2024 | | | ъ - | \$ - | 2 | - 1 |
| | | | | | Add bicycle lanes, including rail | | | | | | | | | | | | | | | |
| 3075 | Hillsboro | Evergreen | Cornelius Pass | 215th | crossing removal/grade- adjustments. Add WB right turn- | \$ | - 1009 | Developer | | -\$- | | 100% | \$0 | 2014-2024 | | | s - | s - | s | _ |
| 00.0 | T IIIIODOTO | Lvergreen | Comondo : doo | 2.00. | lane at Cornelius Pass, including | Ψ | 1007 | Ботоюрог | | | | 10070 | Q 0 | EO I I EOE I | | | • | * | _ | |
| | | | | | Ped island Modify signal, add SB right turn | | | | | | | | | | | | | | _ | |
| 3076 | Hillsboro | Farmington | 209th | | lane, add 2nd SB left turn lane;add | \$ 1,067 | 1009 | 6 | | \$ 1,06 | 67,000 | 100% | \$1,067,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | | _ | | | NB Right turn lane | | | | | | | | | | | | | | _ | |
| 3077 | Hillsboro | Grant | Cornell | | Add eastbound/westbound left turn lanes | \$ 1,000 | ,000 1009 | 6 | | \$ 1,00 | 00,000 | 100% | \$1,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3078 | Hillsboro | Harewood | at Jackson School | | Construct Roundabout | \$ 772 | 466 100% | 6 | | \$ 77 | 72,466 | 100% | \$772,466 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3079 | Hillsboro | Huffman | West City Limits | Brookwood | Construct 5-lane arterial | \$ 50,000 | 000 1009 | 6 | | \$ 50,00 | 00,000 | 100% | \$50,000,000 | 2014-2024 | | | \$ 429 | \$ - | \$ | 429 |
| 3080 | Hillsboro | Imbrie | Evergreen | Cornelius Pass | Widen to accommodate second | \$ 2,500 | 000 1009 | 6 | | \$ 2,50 | 00,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3081 | Hillsboro | Imlay | TV Hwy | | EB lane Signalize | , | ,000 759 | 6 | - | , , | 73,000 | 100% | \$273,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | Jackson School | Evergreen | Grant | Widen to 3 lanes | \$ 7,000 | | | \$5,000,000 | | 00,000 | 100% | \$2,000,000 | 2014-2024 | \$ 2,892,483 | \$ 1,763,767 | \$ 17,382,593 | \$ 13,619,54 | 5 \$ | 31,002,138 |
| 3083 | Hillsboro | Jacobson | Century | | Signalize | \$ 364 | | | | | 64,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3084 | Hillsboro | Jacobson | Croeni | | Signalize | \$ 364 | 000 1009 | ó | | \$ 36 | 64,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3085 | Hillsboro | Kinnaman | 229th West | 209th | New 3 lane collector | \$ 9,916 | 000 1009 | 6 | - | \$ 9,9 | 16,000 | 100% | \$9,916,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3086 | Hillsboro | Kinnaman | Neighborhood Route | | Signalize | \$ 364 | 1009 | 6 | | \$ 36 | 64,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| _ | | | East | | | _ | | | | | | | 4 | | | | | _ | 1. | |
| 3087 | Hillsboro | Kinnaman | Neighborhood Route | | Signalize | \$ 364 | 000 1009 | 6 | | \$ 36 | 64,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3088 | | Main | 1st | | Add westbound right turn | \$ | 1009 | | | -\$ | \blacksquare | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3089 3090 | Hillsboro Hillsboro | Meek Minter Bridge | West UGB River Rd | Starr South UGB | Widen to 3 lanes Construct ped/bike improvements | \$ 6,500 \$ 2,250 | | | | | 00,000 50,000 | 100% 100% | \$6,500,000 \$2,250,000 | 2025-2039 2014-2024 | | | \$ - | \$ - \$ | \$ | - |
| 3091 | Hillsboro | Quatama | 227th | 205th | Widen to 3 lanes | \$ 8,210 | 299 1009 | ó | | \$ 8,2 | 10,299 | 100% | \$8,210,299 | 2025-2039 | | \$ 9,075 | \$ - | \$ 3,156,32 | | |
| 3092 | | River | Rood Bridge | | Add eastbound right turn lane | \$ 750 | | | | | 50,000 | 100% | \$750,000 | 2025-2039 | | | \$ - | \$ 26,94 | 7 \$ | 26,947 |
| 3093 | Hillsboro | Rosedale | River Rd | 1 | Construct roundabout | \$ 1,031 | 000 1009 | ol | <u> </u> | \$ 1,03 | 31,000 | 100% | \$1,031,000 | 2025-2039 | | 1 | a - | - · | \$ | - |

| | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | Estimated Project | | | | | | TDT and |
|--|---|--|--|--|--|--|---|------------------|------------------|---|---|---|---|--------------|----------------|--|--|------------------------|------------------|
| Project | | | | | | Project Cost | Related to | Funding | Funding | Eligible Capa | ity Growt | h Eligible S | | | FY 21-22 Other | TDT 2009- | Other Funding | | r funding |
| ΙĎ | Jurisdiction | Facility | From | То | Project | (2014\$) | Capacity (%) | Source | Revenue | Amount | Share | | | FY 21-22 TDT | Funding | Present | 2009-Present | 2009- | -Present |
| 3094 | Hillsboro | Rosedale | River Rd | 229th | Widen 2-lane, add shoulder improvements | \$ 1,321,000 | 100% | | | \$ 1,321 | 000 100 | % \$1,321,0 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3095 | Hillsboro | Rosedale | Century | | Add EB left turn lane | \$ 380,000 | 100% | | | \$ 380 | 000 100 | % \$380,0 | 00 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3096 | Hillsboro | Rosedale | Century | 209th | Widen to 3 lanes | \$ 4,986,000 | 100% | | | \$ 4,986 | | | | | | \$ - | \$ - | \$ | - |
| 3097 | Hillsboro | Rosedale | 209th | | Signalize New 3-lane Collector with Multi- | \$ 364,000 | 100% | | | \$ 364 | 000 100 | % \$364,0 | 00 2014-2024 | 1 | | \$ - | \$ - | \$ | - |
| 3098 | Hillsboro | Stucki Extension | | Wilkins extension | modal improvements; 5-lane at Walker Road approach, Realign Stucki North of Walker | \$ 15,000,000 | 100% | | | \$ 15,000 | 000 100 | % \$15,000, | 000 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3099 | Hillsboro | Stucki Extension | Wilkins Extension | | Signalize | \$ 364,000 | 100% | | | \$ 364 | 000 100 | % \$364,0 | 00 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3100 | Hillsboro | Stucki Extension | Wilkins | 205th/206th | New 3-lane collector with Multi- modal improvements | \$ 6,500,000 | 100% | | | \$ 6,500 | 000 100 | % \$6,500,0 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3101 | Hillsboro | Stucki extension | 205th/206th | | Signalize or construct roundabout | \$ 1,100,000 | 100% | | | \$ 1,100 | 000 100 | % \$1,100,0 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3102 | Hillsboro | Murphy | Century | 209th | New 3 lane collector | \$ 9,047,000 | 100% | | | \$ 9,047 | 000 100 | % \$9,047,0 | 000 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3103 | Hillsboro | Wilkins | 194th extension | 185th | New 3 lane extension | \$ 16,000,000 | 100% | | | \$ 16,000 | 000 100 | % \$16,000, | 000 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3104 | Hillsboro | Witch Hazel | River | | signalize | \$ 364,000 | 100% | | | \$ 364 | | | | | | \$ - | \$ 220,980 | | 220,980 |
| 3105 | Hillsboro | Hidden Creek | 49th | 53rd | New 3-lane collector | \$ 5,000,000 | 100% | | | \$ 5,000 | 000 100 | % \$5,000,0 | 000 2014-2024 | \$ 13,705 | \$ 1,523 | \$ 5,098,165 | \$ 795,279 | \$ 5 | 5,893,444 |
| 3106 | Hillsboro | Schaaf | Helvetia | 520 ft east of Helvetia | Right-of-way acquisition only | \$ 600,000 | 100% | | | \$ 600 | 000 100 | % \$600,0 | 00 2014-2024 | | | \$ - | \$ - | | |
| 3107 | Hillsboro | Meek | West UGB | Jackson School | Safety improvements | \$ 2,000,000 | 100% | | | \$ 2,000 | 000 100 | % \$2,000,0 | 2014-2024 | | | \$ - | \$ - | | |
| 3108 | Hillsboro | Evergreen | Town Center | 185th | Construct 2nd Westbound through lane | \$ 2,500,000 | 100% | | | \$ 2,500 | 000 100 | % \$2,500,0 | 2014-2024 | | | \$ - | \$ - | | |
| 3109 | Hillsboro | 185th | Evergreen | Sunset Hwy | Extend northbound right-turn lane to Evergreen, provide dual right- turns onto WB on-ramp | \$ 3,500,000 | 100% | | | \$ 3,500 | 000 100 | % \$3,500,0 | 2014-2024 | | | \$ - | \$ - | | |
| 3110 | Hillsboro | 47th | Brookwood/Ihly | Hidden Creek | Improve 2-lane roadway and construct sidewalk | \$ 3,000,000 | 100% | | | \$ 3,000 | 000 100 | % \$3,000,0 | 2025-2039 | | | \$ - | \$ - | | |
| 3111 | Hillsboro | Huffman (east leg) | Brookwood | | Add second eastbound receiving lane on eastern leg of intersection | \$ 4,200,000 | | | | \$ 4,200 | | | | | | \$ - | \$ - | | |
| | Hillsboro | TOTAL | | T | | \$ 460,071,466 | \$0 | | \$0 | \$ 449,880, | | \$449,880 | | \$ 2,911,828 | \$ 10,451,836 | \$ 34,990,570 | \$ 70,402,799 | 4 .00 | 5,393,369 |
| 8300 | King City King City | 131st | Beef Bend | Fischer | Improve to collector standards | \$ 1,600,000 | 100% | | | \$ 1,600 | 000 86 | % \$1,376,0 | 000 2014-2024 | | | \$ 1.791.890 | - 5 | \$ 1 | 1,791,890 |
| | | | | | | \$ 1,600,000 |) | | | \$ 1,600 | inn | \$1 376 (| | \$ - | ٠ . | \$ 1.701.800 | \$ - | | 1 701 800 |
| 9600 | | TOTAL Commercial | Main | Glencoe | Widen street, add parking, bike | \$ 1,600,000 | 100% | | | \$ 1,600, \$ 3,600 | | \$1,376,0 % \$3,600,0 | 000 | \$ - | \$ - | \$ 1,791,890 \$ - | \$ - | | 1,791,890 |
| | North Plains | Commercial | Main | Glencoe | and pedestrian facilities | \$ 3,600,000 | | | | \$ 3,600 | 000 100 | % \$3,600,0 | 000 2014-2024 | \$ - | \$ - | \$ 1,791,890 \$ - | \$ - \$ - | \$ 1 | 1,791,890 |
| 9600 9601 9602 | North Plains North Plains | | Main Gordon Commercial | Glencoe 321st Pacific | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike | | 100% | | | | 000 100 | % \$3,600,0 % \$1,300,0 | 000 2014-2024 000 2025-2039 | \$ - | \$ - | \$ 1,791,890 \$ - \$ - | \$ - \$ - \$ - | \$ 1 | 1,791,890 |
| 9601 9602 | North Plains North Plains North Plains | Commercial Cottage Main | Gordon Commercial | 321st | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 | 100% | | | \$ 3,600 \$ 1,300 \$ 1,250 | 000 100 000 100 000 100 | % \$3,600,0 % \$1,300,0 % \$1,250,0 | 000 2014-2024 000 2025-2039 000 2014-2024 | \$ - | \$ - | \$ 1,791,890 \$ - \$ - \$ - | \$ - | \$ 1 \$ \$ | 1,791,890 |
| 9601 9602 | North Plains North Plains | Commercial Cottage | Gordon | 321st | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails | \$ 3,600,000 \$ 1,300,000 | 100% 100% 100% 2 75% | | | \$ 3,600 \$ 1,300 | 000 100 000 100 000 100 827 100 | % \$3,600,0 % \$1,300,0 % \$1,250,0 % \$222,8 | 2000 2014-2024 2000 2025-2039 2000 2014-2024 27 2025-2039 | \$ - | \$ 1,409,843 | \$ 1,791,890 \$ - \$ - \$ - \$ - \$ 1,928,292 | \$ - | \$ 1 \$ \$ \$ | 1,791,890 |
| 9601 9602 9603 9604 | North Plains North Plains North Plains North Plains | Commercial Cottage Main Pacific | Gordon Commercial Glencoe | 321st Pacific | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 | 100% 100% 100% 2 75% 50% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 | 000 100 000 100 000 100 827 100 500 100 | % \$3,600,0 % \$1,300,0 % \$1,250,0 % \$222,8 % \$1,182,5 | 000 2014-2024 000 2025-2039 000 2014-2024 27 2025-2039 000 2025-2039 | \$ - | \$ 1,409,843 | \$ - \$ - \$ - \$ - | \$ - \$ - | \$ 1 \$ \$ \$ | - - - |
| 9601 9602 9603 9604 9605 | North Plains North Plains North Plains North Plains North Plains | Commercial Cottage Main Pacific West Union | Gordon Commercial Glencoe Glencoe | 321st Pacific Jackson School | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 | 0 100% 0 100% 2 75% 0 50% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 | 000 100 000 100 000 100 827 100 500 100 | % \$3,600,6 % \$1,300,6 % \$1,250,0 % \$222,8 % \$1,182,5 % \$865,0 | 000 2014-2024 000 2025-2039 000 204-2024 27 2025-2039 000 2018-2024 | \$ 84,625 | \$ 1,409,843 | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ 1,409,843 | \$ 1 \$ \$ \$ | - - - |
| 9601 9602 9603 9604 9605 9606 | North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains | Commercial Cottage Main Pacific West Union Glencoe North Glencoe | Gordon Commercial Glencoe Glencoe RR Tracks Shadybrook Commercial | 321st Pacific Jackson School North UGB Gordon | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities and planter strip Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. Add traffic signal or roundabout | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 \$ 2,500,000 \$ 2,500,000 | 100% 100% 100% 2 75% 50% 100% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 \$ 865 \$ 2,500 | 000 100 000 100 000 100 000 100 500 100 000 100 000 100 | % \$3,600,0 % \$1,300,0 % \$1,300,0 % \$1,250,0 % \$222,8 % \$1,182,6 % \$865,0 % \$2,500,0 | 000 2014-2024 2025-2039 2014-2024 2025-2039 | \$ 84,625 | \$ 1,409,843 | \$ - \$ - \$ - \$ 1,928,292 \$ - | \$ - \$ - \$ 1,409,843 \$ - | \$ 1 \$ \$ \$ | - - - |
| 9601 9602 9603 9604 9605 9606 | North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains | Commercial Cottage Main Pacific West Union Glencoe North Glencoe 322nd Ave | Gordon Commercial Glencoe Glencoe RR Tracks Shadybrook Commercial Pacific | 321st Pacific Jackson School North UGB Gordon Cottage | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities and planter strip Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. Add traffic signal or roundabout New north-south collector street | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 \$ 2,500,000 \$ 2,500,000 \$ 400,000 | 100% 100% 100% 2 75% 50% 100% 100% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 \$ 865 \$ 2,500 \$ 400 | 000 100 000 100 000 100 000 100 827 100 000 100 000 100 000 100 | % \$3,600,0 % \$1,300,0 % \$1,300,0 % \$1,250,0 % \$222,8 % \$1,182,5 % \$865,0 % \$2,500,0 % \$2,500,0 % \$400,0 % \$400,0 | 000 2014-2024 2018-2024 2019-2025 2018-2024 2019-2025 2018-2024 2019-2025 2018-2024 2018-2024 2019-2025 | \$ 84,625 | \$ 1,409,843 | \$ - \$ - \$ - \$ 1,928,292 \$ - | \$ - \$ - \$ 1,409,843 \$ - | \$ 1 \$ \$ \$ | |
| 9601 9602 9603 9604 9605 9606 9606 9607 9608 9609 | North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains | Commercial Cottage Main Pacific West Union Glencoe North Glencoe | Gordon Commercial Glencoe Glencoe RR Tracks Shadybrook Commercial | 321st Pacific Jackson School North UGB Gordon | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities and planter strip Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. Add traffic signal or roundabout New north-south collector street Add sidewalks, and bike lanes Add sidewalks, bike lanes and | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 \$ 2,500,000 \$ 2,500,000 | 100% 100% 2 75% 50% 100% 100% 100% 100% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 \$ 865 \$ 2,500 | 000 1000 1000 1000 1000 1000 1000 1000 | % \$3,600,0 % \$1,300,0 % \$1,300,0 % \$1,250,0 % \$222,8 % \$1,182,5 % \$865,0 % \$2,500,0 % \$2,500,0 % \$400,0 % \$1,700,0 | 000 2014-2024 000 2025-2039 000 2025-2039 000 2025-2039 000 2025-2039 000 2018-2024 000 2018-2024 000 2018-2024 000 2018-2024 | \$ 84,625 | \$ 1,409,843 | \$ - \$ - \$ - \$ 1,928,292 \$ - | \$ - \$ - \$ 1,409,843 \$ - | \$ 1 \$ \$ \$ | |
| 9601 9602 9603 9604 9605 9606 9607 9608 9609 9610 | North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains | Commercial Cottage Main Pacific West Union Glencoe North Glencoe 322nd Ave Gordon | Gordon Commercial Glencoe Glencoe RR Tracks Shadybrook Commercial Pacific Commercial | 321st Pacific Jackson School North UGB Gordon Cottage North | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities and planter strip Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. Add traffic signal or roundabout New north-south collector street Add sidewalks and bike lanes Add sidewalks, bike lanes and planter strips Add sidewalks, bike lanes, planter strips, on-street parking, | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 \$ 865,000 \$ 2,500,000 \$ 2,500,000 \$ 1,700,000 \$ 1,700,000 | 100% 100% 2 75% 50% 100% 100% 100% 100% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 \$ 865 \$ 2,500 \$ 400 \$ 1,700 | 000 1000 000 1000 000 1000 000 1000 000 1000 000 1000 000 1000 000 1000 000 1000 000 1000 | % \$3,600,00 \$1,300,00 \$1,250,00 \$1,250,00 \$1,250,00 \$1,182,00 \$1,1 | 000 2014-2024 000 2025-2039 000 2025-2039 000 2014-2024 27 2025-2039 00 2018-2024 000 2018-2024 000 2018-2024 000 2018-2024 000 2018-2025 000 2019-2025 000 2019-2025 | \$ 84,625 | \$ 1,409,843 | \$ - \$ - \$ - \$ 1,928,292 \$ - \$ - \$ - | \$ - \$ 1,409,843 \$ - \$ - \$ - \$ - | \$ 1 \$ \$ \$ | |
| 9601 9602 9603 9604 9605 9606 9607 9608 9609 9610 | North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains | Commercial Cottage Main Pacific West Union Glencoe North Glencoe 322nd Ave Gordon 313th | Gordon Commercial Glencoe Glencoe RR Tracks Shadybrook Commercial Pacific Commercial Commercial | 321st Pacific Jackson School North UGB Gordon Cottage North Highland Ct | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities and planner strip Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. Add traffic signal or roundabout New north-south collector street Add sidewalks, bike lanes and planter strips Add sidewalks, bike lanes and planter strips Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs gloudersection builb-outs | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 \$ 2,500,000 \$ 400,000 \$ 1,700,000 \$ 1,305,000 | 100% 100% 100% 2 75% 50% 100% 100% 100% 100% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 \$ 868 \$ 2,500 \$ 400 \$ 1,700 \$ 1,306 | 000 1000 1000 1000 1000 1000 1000 1000 | % \$3,600,00 \$1,300,00 \$1,250,00 \$1,250,00 \$1,182,1 \$1,182 | 000 2014-2024 000 2014-2024 000 2025-2039 000 2014-2024 27 2025-2039 00 2018-2024 000 2018-2024 000 2018-2024 000 2019-2025 000 2019-2025 000 2019-2025 000 2019-2025 | \$ 84,625 | \$ 1,409,843 | \$ - \$ - \$ - \$ 1,928,292 \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ 1,409,843 \$ - \$ - \$ - \$ - \$ - \$ - | \$ 1 \$ \$ \$ | - - - |
| 9601 9602 9603 9604 9605 9606 9607 9608 9609 9610 | North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains | Commercial Cottage Main Pacific West Union Glencoe North Glencoe 322nd Ave Gordon 313th Pacific Glencoe | Gordon Commercial Glencoe Glencoe RR Tracks Shadybrook Commercial Pacific Commercial Commercial Glencoe | 321st Pacific Jackson School North UGB Gordon Cottage North Highland Ct | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities and planter strip Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. Add traffic signal or roundabout New north-south collector street Add sidewalks, bike lanes and planter strips Add sidewalks, bike lanes and planter strips Add sidewalks, bike lanes, planter strips Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 \$ 865,000 \$ 2,500,000 \$ 400,000 \$ 1,700,000 \$ 1,305,000 \$ 3,695,000 \$ 750,000 | 100% 100% 100% 100% 50% 100% 100% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 \$ 866 \$ 2,500 \$ 400 \$ 1,700 \$ 1,306 \$ 3,698 \$ 750 | 0000 1000 0000 1000 0000 1000 827 100 0000 1000 0000 1000 0000 1000 0000 1000 0000 1000 0000 1000 0000 1000 | % \$3,600,00 \$1,300,00 \$1,300,00 \$1,250,00 \$1,250,00 \$1,182,60 \$1,182,60 \$1,182,60 \$1,300,00 \$1,300,00 \$1,300,00 \$1,300,00 \$1,300,00 \$1,305,00 \$1,3 | 000 2014-2024 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2035 | | | \$ - \$ - \$ - \$ 1,928,292 \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 1,409,843 \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 1 | 3,338,135 |
| 9601 9602 9603 9604 9605 9606 9607 9608 9609 9610 9611 | North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains North Plains | Commercial Cottage Main Pacific West Union Glencoe North Glencoe 322nd Ave Gordon 313th Pacific | Gordon Commercial Glencoe Glencoe RR Tracks Shadybrook Commercial Pacific Commercial Commercial Glencoe | 321st Pacific Jackson School North UGB Gordon Cottage North Highland Ct | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities and planner strip Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. Add traffic signal or roundabout New north-south collector street Add sidewalks, bike lanes and planter strips Add sidewalks, bike lanes and planter strips Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs gloudersection builb-outs | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 \$ 2,500,000 \$ 2,500,000 \$ 1,700,000 \$ 1,305,000 \$ 3,695,000 | 100% 100% 100% 50% 100% 100% 100% 100% 1 | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 \$ 865 \$ 2,500 \$ 1,700 \$ 1,306 \$ 3,695 \$ 750 \$ 21,270 | 0000 1000 0000 1000 0000 1000 827 100 0000 1000 0000 1000 0000 1000 0000 1000 0000 1000 0000 1000 0000 1000 | % \$3,600,00 \$1,300,00 \$1,250,00 \$1,182,1 \$1,182, | 000 2014-2024 2019-2025 | \$ 84,625 | | \$ - \$ - \$ - \$ 1,928,292 \$ - \$ - \$ - \$ - \$ - | \$ - \$ 1,409,843 \$ - \$ - \$ - \$ - \$ - \$ - | \$ 1 | - - - - |
| 9601 9602 9603 9604 9605 9606 9607 9608 9610 9611 9612 | North Plains | Commercial Cottage Main Pacific West Union Glencoe North Glencoe 322nd Ave Gordon 313th Pacific Glencoe TOTAL | Gordon Commercial Glencoe Glencoe RR Tracks Shadybrook Commercial Pacific Commercial Commercial Glencoe North | 321st Pacific Jackson School North UGB Gordon Cottage North Highland Ct 322nd | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities and planter strip Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. Add traffic signal or roundabout New north-south collector street Add sidewalks, bike lanes and planter strips Add sidewalks, bike lanes and planter strips Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs Roundabout or signalization and left-turn lane Install missing pedestrian crossings at existing signalized intersections. Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 \$ 2,500,000 \$ 2,500,000 \$ 1,700,000 \$ 3,695,000 \$ 3,695,000 \$ 22,527,102 | 100% 100% 100% 50% 100% 100% 100% 100% 100% 100% 100% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 \$ 865 \$ 2,500 \$ 1,700 \$ 1,306 \$ 3,695 \$ 750 \$ 21,270 | 000 1000 1000 1000 1000 1000 1000 1000 | % \$3,600,00 \$1,300,10 \$1,250,00 \$1,300,10 \$1,182,10 \$1,1 | 000 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 2014-2025 2014-2025 2014-2025 2014-2025 2014-2025 2014-2025 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 2014-2025 2014-2024 | | | \$ - \$ - \$ 1,928,292 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 1,409,843 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 1 \$ 3 \$ 3 \$ \$ | 3,338,135 |
| 9601 9602 9603 9604 9605 9606 9607 9608 9609 9610 9611 9612 4000 | North Plains | Commercial Cottage Main Pacific West Union Glencoe North Glencoe 322nd Ave Gordon 313th Pacific Glencoe TOTAL OR 99W | Gordon Commercial Glencoe Glencoe RR Tracks Shadybrook Commercial Pacific Commercial Glencoe North Edy Ice Age Tonquin | 321st Pacific Jackson School North UGB Gordon Cottage North Highland Ct 322nd | and pedestrian facilities Construct new two-lane collector Widen street, add parking, bike and pedestrian facilities Add new signal Widen existing travel lanes to standard and add pedestrian and bicycle trails Add bike and pedestrian facilities and planter strip Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. Add traffic signal or roundabout New north-south collector street Add sidewalks, and bike lanes Add sidewalks, bike lanes, planter strips Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs Roundabout or signalization and left-turn lane Install missing pedestrian crossings at existing signalized intersections. Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal | \$ 3,600,000 \$ 1,300,000 \$ 1,250,000 \$ 297,102 \$ 2,365,000 \$ 2,500,000 \$ 2,500,000 \$ 1,700,000 \$ 3,695,000 \$ 3,695,000 \$ 750,000 \$ 22,527,102 \$ 77,000 | 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% | | | \$ 3,600 \$ 1,300 \$ 1,250 \$ 222 \$ 1,182 \$ 865 \$ 2,500 \$ 1,700 \$ 1,305 \$ 3,695 \$ 750 \$ 21,270 | 0000 1000 0000 1000 | % \$3,600,00 \$1,300,00 \$1,300,00 \$1,250,00 \$1,300,00 \$1,250,00 \$1,300,00 \$1,250,00 \$1,300,00 \$1,3 | 000 2014-2024 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2039 2025-2035 2025-2025 | \$ 84,625 | | \$ - \$ - \$ 1,928,292 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 1,409,843 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 1 \$ 3 \$ 3 \$ \$ | 3,338,135 |

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Appendix A: TDT Road Project List Expenditures FY 2021-22

| Project ID | Jurisdiction | Facility | From | То | Project | Project Co (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | e Capacity mount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 21-22 TDT | FY 21-22 Other Funding | TDT 2009- Present | | her Funding | othe | al TDT and er funding 9-Present |
|---------------|----------------------|-----------------------------------|--|--------------|--|------------------------|--|---------------------------------------|--|-------------------------------|-----------------|-----------------------------|---|--------------|---------------------------|----------------------|------|-------------|------|---------------------------------------|
| 4004 | Sherwood | Baker | Sunset | UGB south | Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips. | \$ 779 | | | | \$ 779,000 | 100% | \$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 | ,000 100% | | | \$ 3,802,000 | 100% | \$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 | ,000 100% | ò | | \$ 7,020,000 | 100% | \$7,020,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 4007 | Sherwood | Brookman | OR 99W | Ladd Hill | Add turn lanes and center median | \$ 13,440 | ,917 100% | 6 | | \$ 13,440,917 | 100% | \$13,440,917 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 4008 | Sherwood | Brookman | Middleton | | Traffic control improvements; add turn lane and relocate stop signage | \$ 250 | | | | \$ 187,500 | 100% | \$187,500 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| | Sherwood Sherwood | Cedar Brook Edy | Elwert Borchers | Handley | Construct 2-lane collector road Improve 3-leg intersection, possible | \$ 13,000 \$ 2,000 | | | | \$ 13,000,000 2,000,000 | 100% 100% | \$13,000,000 \$2,000,000 | 2025-2039 2025-2039 | | | \$ - \$ - | \$ | - | \$ | - |
| | | Edy | City limit west | Borchers | roundabout Widen to a 3-lane collector status with bike lanes, sidewalks, and | \$ 8,600 | | | | \$ 8,600,000 | 100% | \$8,600,000 | 2014-2024 | | | \$ - | \$ | | \$ | - |
| 4012 | Sherwood | Edy/Sherwood | Borchers | 3rd | planter strips. Add turn lanes and center median | \$ 7,427 | ,562 100% | 5 | | \$ 7,427,562 | 100% | \$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 | ,000 100% | , | | \$ 1,070,000 | 100% | \$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 | ,000 100% | 6 | | \$ 3,400,000 | 100% | \$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 | ,000 100% | , | | \$ 11,430,000 | 100% | \$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 | .866 100% | , | | \$ 4,639,866 | 100% | \$4,639,866 | 2014-2024 | | \$ 964,807 | \$ 802,33 | 1 \$ | 21,142,582 | \$ 2 | 1,944,913 |
| 4017 | Sherwood | Elwert | Edy | | Intersection improvement Construct collector status road to | \$ 5,500 | ,000 100% | 5 | | \$ 5,500,000 | 100% | \$5,500,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 4018 | Sherwood | Herman | Langer Farms | Cipole | connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips | \$ 8,190 | ,000 100% | | | \$ 8,190,000 | 100% | \$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 | ,000 100% | | | \$ 6,340,000 | 100% | \$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 | ,000 100% | | | \$ 2,000,000 | 100% | \$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 | ,000 100% | | | \$ 3,243,000 | 100% | \$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 | ,000 100% | , | | \$ 6,712,000 | 100% | \$6,712,000 | 2014-2024 | \$ 134,338 | | \$ 320,70 | 8 \$ | 109,757 | \$ | 430,465 |
| 4023 | Sherwood | Oregon | Tonquin | | Construct roundabout north of Oregon St/Murdock Roundabout | \$ 2,940 | ,000 100% | | | \$ 2,940,000 | 100% | \$2,940,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 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 | ,260 100% | | | \$ 3,808,260 | 100% | \$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 | \$ 900 | ,000 25% | , b | | \$ 225,000 | 100% | \$225,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |

| | | | | | | | Proportion of | Other | Other | | | | | Estimated | | | | | | |
|-----------------|-----------------------------|--|-----------------------|-------------------------------|--|----------------------------|---------------------------------------|------------------------------|-------------------------------|-------------|----------|-----------------|----------------------------|------------------------------------|--------------|---------------------------|----------------------|-------------------------------|--------------------------------------|------|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Project Related to Capacity (%) | Primary Funding Source | Primary Funding Revenue | Eligible Ca | | Growth Share | Eligible SDC Amount | Project Completion Timeframe | FY 21-22 TDT | FY 21-22 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT other fund 2009-Pres | ding |
| | | Sherwood | Century | | Improve intersection, possible roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W | \$ 386,23 | | | | | 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 4027 | Sherwood | Sunset | Main | - | Install Traffic Signal | \$ 250,00 | 0 100% | | | \$ | 250,000 | 100% | \$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. | \$ 8,316,00 | 0 100% | | | \$ 8, | ,316,000 | 100% | \$8,316,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4029 | Sherwood | Sunset | Timbrel | | Install single lane roundabout | \$ 300,00 | 0 100% | | | \$ | 300,000 | 100% | \$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 | \$ 6,400,00 | 0 100% | | | \$ 6, | ,400,000 | 100% | \$6,400,000 | 2025-2039 | \$ 17,999 | \$ 88,402 | \$ 17,999 | \$ 88,402 | \$ 106 | ,401 |
| 4031 | Sherwood | Hwy 99W | Sunset | | Construct a 630 foot long 12 foot wide pedestrian bridge across 99W, Elwert and Kruger | \$ 12,000,00 | 0 100% | | | \$ 12, | ,000,000 | 100% | \$12,000,000 | 2020-2025 | | | \$ - | \$ - | \$ | - |
| | Sherwood | TOTAL | | | | \$ 167,196,79 | | | | | 459,299 | | \$166,459,299 | | \$ 325,426 | \$ 1,053,208 | \$ 2,906,069 | \$ 21,696,981 | \$ 24,603 | ,050 |
| 5000 5001 | Tigard Tigard | 68th 68th | OR 99W Atlanta | Haines | Intersection improvement | \$ 2,394,64 \$ 2,000,00 | 6 100% 0 100% | | <u> </u> | | ,394,646 | 100% 100% | \$2,394,646 \$2,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Tigard | 72nd | OR 99W | i iailies | Intersection improvement Turn lanes | \$ 2,000,00 | 0 100% | | | | ,000,000 | 100% | \$2,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Tigard | 72nd | OR 99W | Hampton | Complete Street, consistent with adopted plan up to 5-lanes | \$ 15,000,00 | 0 100% | | | \$ 15, | ,000,000 | 100% | \$15,000,000 | 2014-2024 | | | \$ 398 | \$ - | \$ | 398 |
| 5004 | Tigard | 72nd | Hampton | Hunziker | Add southbound right turn & protected left turn phasing | \$ 386,23 | 3 100% | | | \$ | 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5005 | Tigard | 72nd | Hampton | Hunziker | Expand the 217 overpass at 72nd Ave. to accommodate all modes up to 5 lanes | \$ 30,000,00 | 0 100% | | | \$ 30, | ,000,000 | 100% | \$30,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| E006 | Tigard | 72nd | Hunziker | Bonita | Complete missing sidewalks and | \$ 7,261,18 | 5 100% | | | \$ 7, | ,261,185 | 100% | \$7,261,185 | 2014-2024 | | | • | \$ - | s | |
| | | | | DUTIILA | bike lanes | * .,=*.,.* | | | | | | | | | | | ъ - | \$ - | a a | _ |
| | Tigard | 72nd | Bonita | | Intersection improvement Complete Street, consistent with | \$ 1,114,13 | 4 100% | | | | ,114,134 | 90% | \$998,380 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Tigard | 72nd | Bonita | Durham | adopted plan up to 5-lanes | \$ 9,269,59 | | | | | ,269,598 | 100% | \$9,269,598 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5009 | Tigard | 72nd | Carman | | NB right turn lane | \$ 308,98 | 7 100% | | | \$ | 308,987 | 100% | \$308,987 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5010 | Tigard | 72nd | Upper Boones Ferry | | Intersection improvement & signal upgrade | \$ 1,544,93 | 3 100% | | | \$ 1, | 544,933 | 89% | \$1,368,928 | 2025-2039 | | | \$ 13,124 | \$ - | \$ 13 | ,124 |
| | Tigard | OR 99W | Walnut | | Intersection improvements | \$ 5,000,00 | | | | 7 7 | ,000,000 | 84% | \$4,220,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5012 | Tigard Tigard | OR 99W | McDonald Durham | Gaarde | WB right turn lane Intersection improvements | \$ 10,000,00 | 100% 0 100% | | | \$ 10 | 000 000 | 91% 99% | \$9 860 000 | 2025-2039 2014-2024 | | | \$ 1,223,301 | \$ 3,894,075 | \$ 5,117 | ,375 |
| | Tigard | 121st | North Dakota | | New signal system | \$ 231,74 | 0 10070 | | | ψ 10, | 231,740 | 100% | \$231,740 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Tigard | | North Dakota | Walnut | Widen to 3 lanes with sidewalks & bikelanes | \$ 7,647,41 | | | | | 647,418 | 100% | \$7,647,418 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5016 | Tigard | 121st | Whistler | Tippit | Widen with sidewalks and bike lanes | \$ 4,325,81 | 2 100% | | | \$ 4, | 325,812 | 100% | \$4,325,812 | 2025-2039 | \$ 20,498 | \$ 1,392,471 | \$ 144,139 | \$ 2,764,271 | \$ 2,908 | ,410 |
| 5017 | Tigard | Bonita | Hall | I-5 | Widen to 4 lanes | \$ 6,179,73 | 2 100% | | | \$ 6, | 179,732 | 85% | \$5,272,615 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5018 | Tigard | Bonita | Sequoia | | New traffic signal and turn lanes | \$ 1,000,00 | 0 100% | | | \$ 1, | ,000,000 | 100% | \$1,000,000 | 2014-2024 | \$ 3,951 | | \$ 3,951 | \$ - | \$ 3 | ,951 |
| 5019 | Tigard Tigard | Carman Dartmouth | I-5 OR 99W | | Turn lanes Intersection Improvements | \$ 1,081,45 \$ 6,000,00 | | | | | ,081,453 | 100% | \$1,081,453 \$6,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Tigard | Dartmouth | 72nd | 68th | Widen to 4 lanes | \$ 1,853,92 | 0 100% | | | | 853,920 | 100% | \$1,853,920 | 2014-2024 | | | \$ 873,376 | \$ 1,576,067 | \$ 2,449 | ,443 |
| 5022 | Tigard | Durham | Upper Boones | | Intersection improvement | \$ 1,544,93 | 3 100% | | | \$ 1, | 544,933 | 89% | \$1,368,928 | 2025-2039 | \$ 2,710 | | \$ 128,069 | \$ - | \$ 128 | ,069 |
| | Tigard | Greenburg | Ferry Olsen | Hall | Intersection improvement | \$ 849,71 | 3 100% | | - | \$ | 849,713 | 93% | \$791,613 | 2014-2024 | | | \$ - | \$ - | \$ | _ |
| 5024 | Tigard | Greenburg | Shady | Tiedeman | Widen to 5 lanes | \$ 8,000,00 | 0 100% | | | \$ 8, | ,000,000 | 84% | \$6,745,098 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Tigard Tigard | Greenburg Greenburg | Tiedeman Tiedeman | OR 99W | Intersection improvement Complete street up to 5 lanes | \$ 14,900,00 | 100% 0 100% | | 1 | \$ 14 | 900,000 | 84% 100% | \$0 \$14,900,000 | 2025 2039 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Tigard | Hall | Pfaffle | OIX 33VV | New traffic signal and turn lanes | \$ 1,260,00 | | | 1 | | ,260,000 | 100% | \$1,260,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Tigard | Hall | McDonald | Bonita | Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks | \$ 8,900,00 | | , | | | ,900,000 | 93% | \$8,277,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5029 | Tigard | Highway 217 | Hunziker | Tigard Triangle (Beveland) | Construct new complete street | \$ 30,000,00 | 0 100% | | | \$ 30, | ,000,000 | 100% | \$30,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Tigard | Overcrossing Locust | Greenburg | Hall | overcrossing of Hwy 217 Complete street improvement | \$ 2,471,89 | 3 100% | | | \$ 2. | 471,893 | 100% | \$2,471,893 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Tigard | McDonald | Hall | | Right turn lane from Hall to McDonald & signal system upgrade | \$ 772,46 | | , | | | 772,466 | 99% | \$766,702 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5032 | Tigard | Nimbus | Scholls Ferry | | Intersection improvement | \$ 1,776,67 | 3 100% | | | \$ 1, | 776,673 | 100% | \$1,776,673 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5033 | Tigard | Nimbus extension | Scholls Ferry | Greenburg | 3-lane extension | \$ 23,173,99 | 4 100% | | | \$ 23, | ,173,994 | 100% | \$23,173,994 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5034 | Tigard | Scoffins | Hunziker | Hall | Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal | \$ 15,000,00 | 0 100% | | | \$ 15, | ,000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5035 | Tigard | Tiedeman / North Dakota | Tigard | Greenburg | Realign one or both streets so they intersect west of the railroad | \$ 10,000,00 | 0 75% | | | \$ 7, | ,500,000 | 89% | \$6,675,000 | 2014-2024 | \$ 6,399 | | \$ 6,399 | \$ - | \$ 6 | ,399 |

| | 1 | 1 | | | | | | | | | | | T | | | | | |
|--------------|----------------------|--------------------------------------|--------------------------|---------------------------------|--|--------------------------------|-----------------------|--------------------|--------------------|--------------------------------|-------------------|------------------------------|------------------------|--------------|--|---|---------------|--------------------------------|
| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
| Project | | | | | | Project Cost | Project Related to | Primary Funding | Primary Funding | Eligible Capacity | Growth | Eligible SDC | Project Completion | | FY 21-22 Other | TDT 2009- | Other Funding | Total TDT and other funding |
| ID | Jurisdiction | Facility | From | То | Project | (2014\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | FY 21-22 TDT | Funding | Present | 2009-Present | 2009-Present |
| 5036 | Tigard | Upper Boones | Durham | I-5 | Widen to 5 lanes | \$ 6,000,000 | 100% | | | \$ 6,000,000 | 89% | \$5,340,000 | 2014-2024 | | | \$ 17,752 | s - | \$ 17.752 |
| 5037 | _ | Ferry Walnut | 121st | Tiedeman | Widen to 3 lanes | \$ 4,325,812 | 100% | | | \$ 4,325,812 | 100% | \$4,325,812 | 2025-2039 | | | \$ 5,192 | \$ 8,048,297 | |
| 5038 | Tigard | Walnut | Tiedeman | OR 99W | Widen to 3 lanes | \$ 3,862,332 | 100% | | | \$ 3,862,332 | 100% | \$3,862,332 | 2025-2039 | | | \$ - | \$ 0,048,297 | \$ - |
| 5039 | Tigard | Walnut | OR 99W | | Intersection improvement | \$ 1,776,673 | 100% | | | \$ 1,776,673 | 100% | \$1,776,673 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5040 | Tigard | Walnut extension | OR 99W | Scoffins | New 3-lane collector | \$ 29,353,726 | 100% | | | \$ 29,353,726 | 100% | \$29,353,726 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5041 | Tigard | Washington Square Overcrossing | Nimbus | South mall area (Locust St.) | 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes | \$ 39,781,536 | 100% | | | \$ 39,781,536 | 100% | \$39,781,536 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5042 | Tigard | (South) Roy Rogers | Scholls Ferry | UGB | Widen to 5 lanes | \$ 39,400,000 | 100% | | | \$ 39,400,000 | 74% | \$29,156,000 | 2014-2024 | \$ 1,079,069 | \$ 2,241,453 | \$ 2.875.332 | \$ 38 373 517 | \$ 41,248,849 |
| | | | | | Sidewalk infill and intersection | ψ ου, του,σου | | | | \$ 00,100,000 | | | | ψ 1,010,000 | Ψ 2,211,100 | , | | |
| 5043 | Tigard | Tiedeman | Fanno Creek | Greenburg | safety improvements at N Dakota- and Tigard streets | -\$ | 100% | | | -\$ | - 100% | \$0 | 2014-2024 | | | \$ 11,587 | \$ - | \$ 11,587 |
| 5044 | Tigard | Atlanta | 68th | 74th | Extend collector roadway | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | |
| 5045 | Tigard | 74th | 99W | Hermoso/Bevel and | Extend collector roadway | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | |
| | Tigard | McDonald | Hall | 99W | Complete street improvement | \$ 10,100,000 | | | | \$ 10,100,000 | 96% | \$9,696,000 | 2014-2024 | \$ 145 | | \$ 145 | \$ - | |
| | Tigard | Hunziker | 72nd | Hall Southwood | Sidewalk infill and bike lanes | \$ 2,000,000 | 100% | | | \$ 2,000,000 | 100% | \$2,000,000 | 2014-2024 | | | \$ - | \$ - | |
| 5048 | Tigard | I-5 Overcrossing | Beveland | (Lake Oswege) | Bicycle/pedestrian bridge | \$ | 100% | | | \$ | - 100% | \$0 | 2025-2039 | | | \$ - | \$ - | |
| 5049 | Tigard | Wall St Ext | Wall | Tech Center Dr | New Street from Hunziker to Tech Center Dr | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 100% | \$5,000,000 | 2014-2024 | | | \$ - | \$ - | |
| 5050 | Tigard | Durham/Upper Boones Ferry | Upper Boones Ferry | 92nd Ave | Install traffic signal coordination on Durham and Upper Boones Ferry | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 56% | \$560,000 | 2014-2024 | | | \$ - | \$ - | |
| 5051 | Tigard | OR 99W | Hall Blvd | | Intersection Improvements | \$ 6,500,000 | 100% | | | \$ 6,500,000 | 100% | \$6,500,000 | 2019-2029 | | | \$ - | \$ - | |
| 6000 | Tigard Tualatin | TOTAL 65th | Nishara Lana | I-205 | Multi-use path | \$ 402,349,542 \$ 9,734,000 | 100% | | | \$ 399,849,542 \$ 9,734,000 | 82% | \$383,039,894 \$8,023,973 | \$74,990 2025-2039 | \$ 1,112,771 | \$ 3,633,925 | \$ 5,302,765 | \$ 54,656,227 | \$ 59,958,847 |
| | Tualatin | 95th | Nyberg Lane Tualatin- | | Bike lanes | \$ 2,920,000 | | | | \$ 2,920,000 | 100% | \$2,920,000 | 2014-2024 | | | ф - | \$ - | |
| 6001 | rualatin | | Sherwood | Avery | | \$ 2,920,000 | 100% | | | \$ 2,920,000 | 100% | \$2,920,000 | 2014-2024 | | | ъ - | \$ - | \$ - |
| 6002 | Tualatin | 105th/Blake/ 108th | Avery | Willow | Widen to 3 lanes, bike lanes & sidewalk | \$ 5,086,000 | 100% | | | \$ 5,086,000 | 100% | \$5,086,000 | 2014-2024 | \$ 461,182 | \$ 1,380,023 | \$ 967,621 | \$ 1,380,023 | \$ 2,347,644 |
| 6003 | Tualatin | 115th | Blake | 124th | New street - major collector | \$ 31,446,000 | 100% | | | \$ 31,446,000 | 100% | \$31,446,000 | 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 | 100% | | | \$ 14,000,000 | 100% | \$14,000,000 | 2014-2024 | | | \$ - | \$ 496,518 | \$ 496,518 |
| 6005 | Tualatin | Avery | Tualatin- Sherwood | Teton | Widen to 3 lanes | \$ 3,600,000 | | | | \$ 3,600,000 | 100% | \$3,600,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6006 6007 | | Avery Avery | 105th Teton | | Signal - new Signal - new | \$ 254,914 \$ 339,885 | 75% 75% | | | \$ 191,185 \$ 254.914 | 100% | \$191,185 \$254,914 | 2025-2039 2025-2039 | | | \$ - | \$ - | \$ - |
| | Tualatin | Basalt Creek East-West Arterial | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5. | \$ 5,000,000 | | | | \$ 5,000,000 | 100% | \$5,000,000 | 2040+ | \$ 12,203 | | \$ 85,401 | \$ - | \$ 85,401 |
| 6009 | Tualatin | Blake | 124th | 115th | New street - minor collector | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | s - |
| 6010 | Tualatin | Boones Ferry | Lower Boones | | Fill sidewalk gaps | \$ 50,000 | | | | \$ 50,000 | 100% | \$50,000 | 2014-2024 | | | s - | s - | s - |
| | Tualatin | Boones Ferry | Ferry Lower Boones | Martinazzi | Widen to 5 lanes and bridge | \$ 13,579,200 | - | | | \$ 13,579,200 | 90% | \$12,265,084 | 2014-2024 | | | s - | s - | s - |
| | Tualatin | Boones Ferry | Ferry Tualatin- | Ibach | Widen to 3 lanes | \$ 5,098,279 | 100% | | | \$ 5,098,279 | 92% | \$4,690,416 | 2014-2024 | | | • | s - | s - |
| | Tualatin | Boones Ferry | Sherwood | | Widen to 3 lanes | \$ 660,000 | | | | \$ 660,000 | | \$660,000 | 2014-2024 | | | э - | 5 - | \$ - |
| | | | Ibach Tualatin High | Norwood | | | | | | | | | | | | 3 - | s - | Ψ |
| | Tualatin | Boones Ferry | School | South city limits Tualatin- | Fill sidewalk gaps | \$ 315,000 | | | | \$ 315,000 | 100% | \$315,000 | 2014-2024 | | | \$ - | 4 | \$ - |
| 6015 | Tualatin | Cipole | OR 99W | Sherwood | Add left turn lane & bike lanes | \$ 10,196,557 | 100% | | | \$ 10,196,557 | 100% | \$10,196,557 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tualatin | Cipole | Cummins | | Signal - new | \$ 339,885 | 75% | | | \$ 254,914 | 100% | \$254,914 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Tualatin | Cipole | Herman | | Signal & realign railroad | \$ 3,058,967 | 7 75% | | | \$ 2,294,225 | 100% | \$2,294,225 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tualatin | Grahams Ferry | lbach | Helenius | Widen to 3 lanes, fill sidewalk gaps | \$ 4,980,000 | | | | \$ 4,980,000 | 100% | \$4,980,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6019 6020 | Tualatin Tualatin | Grahams Ferry Hazelbrook | Helenius OR 99W | Jurgens | Signal - new Widen to 3 lanes | \$ 254,914 \$ 3,543,000 | 75% 100% | | | \$ 191,185 \$ 3,543,000 | 100% 100% | \$191,185 \$3.543.000 | 2025-2039 2025-2039 | | | \$ - | \$ - | \$ - \$ - |
| | Tualatin | Helenius | 109th | | Widen to 3 lanes | \$ 1,403,000 | 100% | | | \$ 1,403,000 | 100% | \$1,403,000 | 2025-2039 | | <u> </u> | \$ - | \$ - | \$ - |
| 6022 | Tualatin | Herman | Cipole | Tualatin | Fill sidewalk & bike lane gaps | \$ 3,393,000 | 100% | | | \$ 3,393,000 | 100% | \$3,393,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6023 6024 | | Herman Leveton | Cipole 108th | 124th | Add left turn lane Signal - new | \$ 1,563,472 \$ 254,914 | 100% | | - | \$ 1,563,472 \$ 191,185 | 100% | \$1,563,472 \$191,185 | 2014-2024 2025-2039 | | | \$ - \$ - | \$ - | \$ - \$ - |
| 6024 | | Loop Road | Boones Ferry | Nyberg | New street - minor collector | \$ 4,248,566 | 100% | | | \$ 4,248,566 | 100% | \$4,248,566 | 2025-2039 | | <u> </u> | \$ - | \$ - | \$ - |
| 6026 | Tualatin | Martinazzi | Boones Ferry | | Bike lane | \$ 2,403,000 | 100% | | | \$ 2,403,000 | 100% | \$2,403,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6027 | | Martinazzi | Sagert | Lake Oswego | Signal/roundabout - new | \$ 2,400,000 | 75% | | | \$ 1,800,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tualatin | McEwan | 65th | city limit | Widen to 3 lanes | \$ 3,908,680 | | | | \$ 3,908,680 | 100% | \$3,908,680 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Tualatin | Myslony | 124th | 112th | Widen to 3 lanes, add bridge | \$ 14,030,000 | | | | \$ 14,030,000 | 100% | \$14,030,000 | 2014-2024 | | | \$ 1,846,799 | \$ 599,369 | \$ 2,446,168 |
| 6030 | Tualatin | Norwood | Boones Ferry | East city limits | Widen to 3 lanes, add sidewalks & bike lanes | \$ 3,129,000 | 100% | | | \$ 3,129,000 | 100% | \$3,129,000 | 2014-2024 | | 1 | \$ - | \$ - | \$ - |
| 6031 | | Sagert | I-5 overpass | 72nd | Bike lanes & sidewalks | \$ 3,282,000 | | | | \$ 3,282,000 | 100% | \$3,282,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| | Tualatin Tualatin | Sagert Teton | 65th Tualatin | - | Signal - new Signal - new | \$ 679,770 \$ 609,000 | 75% | | | \$ 509,828 \$ 456,750 | 100% | \$509,828 \$456,750 | 2014-2024 | | - | \$ - | \$ - | \$ - |
| 0033 | ı udlatılı | I CIUII | rudialiii | | Olgrici TICW | Ψ 009,000 | 1376 | | | Ψ 450,750 | 100% | φ400,700 | 2014-2024 | | 1 | Ψ - | - Ψ | · - |

| | | | | | | | | Proportion of | Other | Other | | | | | Estimated | | | | | |
|---------|--------------------|------------------------|---------------------------|-------------------------|---|-----|-------------|---------------|---------|---------|--------------|-------------|-------------|----------------------------|------------|--------------|----------------|--------------|-----------------------|---------------|
| | | | | | | | | Project | Primary | Primary | | | | | Project | | | | | Total TDT and |
| Project | | | | | | | roject Cost | Related to | Funding | Funding | | le Capacity | Growth | Eligible SDC | Completion | | FY 21-22 Other | TDT 2009- | Other Funding | other funding |
| ID | Jurisdiction | Facility | From | То | Project | | (2014\$) | Capacity (%) | Source | Revenue | , | Amount | Share | Amount | Timeframe | FY 21-22 TDT | Funding | Present | 2009-Present | 2009-Present |
| 6034 | Tualatin | Teton | Herman | Tualatin- | Widen to 3 lanes | \$ | 2,464,000 | 100% | | | \$ | 2,464,000 | 100% | \$2,464,000 | 2025-2039 | | | \$ - | s - | s - |
| | | | Tualatin- | Sherwood | | | | | | | | | | | | | | | | - |
| 6035 | Tualatin | Teton | Sherwood | | Add SB right turn lane | \$ | 890,000 | 100% | | | \$ | 890,000 | 100% | \$890,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6036 | Tualatin | Tualatin | 115th | | Signal - new | \$ | 609,000 | 75% | | | \$ | 456,750 | 100% | \$456,750 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6037 | Tualatin | Tualatin- | Boones Ferry | | Add EB right turn lane | \$ | 792,000 | 100% | | | s | 792,000 | 100% | \$792,000 | 2014-2024 | | | s - | s - | s - |
| | | Sherwood | | | Additional on-ramp lane from | · · | | | | | - | . , | | * - , | | | | , | , | |
| 6038 | Tualatin | Nyberg | I-5 | | westbound Nyberg to northbound I- | s | 792.000 | 100% | | | \$ | 792.000 | 100% | \$792,000 | 2014-2024 | | | s - | s - | s - |
| | | , , | | | 5 (NE quadrant of interchange) | | | | | | | | | | | | | | | - |
| 6039 | Tualatin | Boones Ferry | Mahogany | | Intersection improvements | s | 1.000.000 | 100% | | | \$ | 1.000.000 | 100% | \$1,000,000 | 2020-2035 | | | s - | s - | |
| | Tualatin | TOTAL | , | | including traffic signal, ADA | | 172,308,004 | | | | | 70,107,692 | | \$166,675,686 | | \$ 473,385 | \$ 1,380,023 | \$ 2,899,822 | \$ 2,475,910 | \$ 5,375,732 |
| | TudiatiiT | TOTAL | | | Add sidewalks and bike lanes; add | Ą | 172,306,004 | | | | φ | 70,107,092 | | \$100,075,000 | | \$ 473,365 | \$ 1,360,023 | \$ 2,099,022 | \$ 2,475,910 | \$ 5,375,732 |
| 1000 | Wash Co | 80th | Oleson | Oak | turn lanes at appropriate | \$ | 13,000,000 | 90% | | | \$ | 11,700,000 | 100% | \$11,700,000 | 2040+ | | | \$ - | \$ 611,896 | \$ 611,896 |
| | | | | | intersections | | | | | | | | | | | | | | | |
| 1001 | Wash Co Wash Co | 92nd/Allen 113th | Scholls Ferry McDaniel | Garden Home Rainmont | Widen to 3 lanes | \$ | 3,922,000 | 100% 100% | | | \$ | 3,922,000 | 85% 100% | \$3,325,673 \$6,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | 113th | Rainmont | Cornell | New 2-lane collector road Sidewalk infill | \$ | 6,300,000 | 90% | | | \$ | 5,670,000 | 100% | \$5,670,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1000 | Tradit Co | 11001 | rammon | Comon | Add sidewalks and bike lanes; add | Ť | 0,000,000 | 0070 | | | T | 0,070,000 | 10070 | φο,οτο,οσο | 2020 2000 | | | | <u> </u> | Ť |
| 1004 | Wash Co | 119th | McDaniel | Cornell | turn lanes at appropriate | \$ | 12,000,000 | 90% | | | \$ | 10,800,000 | 100% | \$10,800,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 4005 | Wash Co | 160th | TV Hwy | Farmington | intersections | • | 15,000,000 | 100% | | | • | 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | | • | c |
| 1005 | wash co | Touth | I V HWY | Farmington | Widen to 3 lanes Widen to 4/5 lanes with enhanced | Þ | 15,000,000 | 100% | | | Þ | 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | 3 - | 5 - | 5 - |
| 4000 | | 4700 | | | bicycle & pedestrian facilities; | _ | 45.077.000 | 4000/ | | | | 45.077.000 | 0.407 | *** *** | | | | | | |
| 1006 | Wash Co | 170th | Merlo | Alexander | replace bridge over Beaverton | \$ | 15,277,000 | 100% | | | \$ | 15,277,000 | 84% | \$12,839,181 | 2014-2024 | | \$ 60,273 | \$ - | \$ 60,273 | \$ 60,273 |
| | | | | | Creek | | | | | | <u> </u> | | | | | | | | | |
| 1007 | Wash Co | 173rd | Bronson | Cornell | Extend 173rd Ave under or over US 26 connecting to 174th Ave | \$ | 58,640,000 | 100% | | | \$ | 58,640,000 | 100% | \$58,640,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1008 | Wash Co | 174th | Meadowgrass | Bronson | Widen to 3 lanes | \$ | 16.230.000 | 100% | | | \$ | 16,230,000 | 100% | \$16.230.000 | 2025-2039 | | | \$ - | \$ - | s - |
| 1009 | Wash Co | 175th | Rigert | Weir | Widen to 3 lanes | \$ | 13,950,000 | 100% | | | \$ | 13,950,000 | 100% | \$13,950,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1010 | Wash Co | 175th | Kemmer | | Intersection improvement | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | \$ 385 | \$ - | \$ 7,156,668 | \$ 7,156,668 |
| 1011 | Wash Co | 175th | Outlook | Horse Tale | Realign roadway, improve to | \$ | 6,000,000 | 25% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1012 | Wash Co | 185th | UGB | Springville | standard Widen to 3 lanes | s | 5.000.000 | 100% | | | \$ | 5.000.000 | 100% | \$5,000,000 | 2025-2039 | | | \$ - | \$ - | s - |
| | Wash Co | 185th | Springville | West Union | Widen to 5 lanes | \$ | 5,100,000 | 100% | | | \$ | 5,100,000 | 97% | \$4,948,515 | 2014-2024 | | | \$ - | \$ 5,985,834 | \$ 5,985,834 |
| 1014 | Wash Co | 185th | Blanton | Farmington | Widen to 5 lanes | \$ | 12,163,000 | 100% | | | \$ | 12,163,000 | 100% | \$12,163,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1015 | Wash Co | 185th | Farmington | Bany | Widen to 3 lanes | \$ | 14,522,370 | 100% | | | \$ | 14,522,370 | 100% | \$14,522,370 | 2025-2039 | | | \$ - | \$ 120,946 | \$ 120,946 |
| 1016 | Wash Co | 197th/198th | Baseline | Alexander | Add sidewalks and bike lanes; add turn lanes at appropriate | \$ | 18,000,000 | 90% | | | \$ | 16,200,000 | 100% | \$16,200,000 | 2040+ | | | ¢ . | s - | ۹ . |
| 1010 | vvasii oo | 13741713041 | Dascinic | Alcxariaci | intersections; eliminate offset | Ψ | 10,000,000 | 3070 | | | Ψ | 10,200,000 | 10070 | ψ10,200,000 | 20401 | | | Ψ | Ψ | • |
| | | | | | Widen to 5 lanes; add 2nd WB and | | | | | | | | | | | | | | | |
| 1017 | Wash Co | 198th | Alexander | Blanton | EB left turn lanes on TV Hwy | \$ | 10,450,000 | 100% | | | \$ | 10,450,000 | 100% | \$10,450,000 | 2014-2024 | \$ 544,980 | \$ 240,210 | \$ 544,980 | \$ 7,839,609 | \$ 8,384,589 |
| 1018 | Wash Co | 198th | Blanton | Farmington | Widen to 3 lanes | \$ | 27.900.000 | 100% | | | \$ | 27.900.000 | 100% | \$27,900,000 | 2014-2024 | \$ 1,455,020 | \$ 641.325 | \$ 1.455.020 | \$ 21.645.278 | \$ 23.100.297 |
| | | | | | Widen to 5 lanes; replace bridge | \$ | ,,, | | | | 1 | | | | | ψ 1,400,020 | Ψ 041,020 | φ 1,400,020 | 4 = 1,0 10,210 | |
| 1019 | Wash Co | 205th/206th | Quatama | Baseline | over Beaverton Creek | \$ | 31,000,000 | 100% | | | \$ | 31,000,000 | 100% | \$31,000,000 | 2025-2039 | | | \$ - | \$ 409,467 | \$ 409,467 |
| | | | | | Widen to 5 lanes; reconstruct rail | | | | | | | | | | | | | | | |
| 1020 | Wash Co | 209th | TV Hwy | Farmington | crossing and signal, add EB right turn lane at TV Hwv: widen | \$ | 44,396,000 | 100% | | | \$ | 44,396,000 | 100% | \$44,396,000 | 2014-2024 | | \$ 917,859 | \$ - | \$ 8,558,320 | \$ 8,558,320 |
| | | | | | Butternut Creek bridge | | | | | | | | | | | | | | | |
| | | | | | Add sidewalks, streetscape | | | | | | | | | | | | | | | |
| 1021 | Wash Co | Alexander | 192nd | 178th | features, bicycle facilities, signal at | \$ | 9,293,000 | 90% | | | \$ | 8,363,700 | 100% | \$8,363,700 | 2014-2024 | | \$ 52,189 | \$ - | \$ 52,189 | \$ 52,189 |
| | | | | | 185th Ave, turn lanes at major intersections | | | | | | | | | | | | | | | |
| 1022 | Wash Co | Barnes | 119th | Cedar Hills | Widen to 5 lanes | \$ | 4,000,000 | 100% | | | \$ | 4,000,000 | 77% | \$3,072,464 | 2014-2024 | | | \$ - | \$ - | s - |
| 1022 | Wash Co | Barnes | Catlin Gabel | Miller | Widen to 5 lanes | \$ | 18,000,000 | 100% | | | \$ | 18,000,000 | 88% | \$15,824,176 | 2014-2024 | | | s - | \$ 166,174 | \$ 166,174 |
| | | | entrance | TVIIIIOT | | | | | | | | | | | | | . | Ψ - | \$ 100,174 | \$ 100,174 |
| 1024 | Wash Co | Barnes Basalt Creek | Miller | County line | Widen to 3 lanes | \$ | 8,800,000 | 100% | | 1 | \$ | 8,800,000 | 100% | \$8,800,000 | 2025-2039 | | + | a - | a - | \$ - |
| 1025 | Wash Co | East-West | Grahams Ferry | Boones Ferry | Construct new 4/5-lane arterial | \$ | 30,000,000 | 100% | | | \$ | 30,000,000 | 100% | \$30,000,000 | 2025-2039 | | \$ 90,440 | \$ - | \$ 375,838 | \$ 375,838 |
| | | Arterial | , | | | | | | | | <u> </u> | | | | | | ,, | | , | |
| | Wash Co | Beef Bend | 150th | 131st | Widen to 3 lanes | \$ | 15,000,000 | 100% | | | \$ | 15,000,000 | 100% | \$15,000,000 | 2040+ | | \$ (29,838) | \$ - | \$ 501,737 | |
| 1027 | Wash Co | Bull Mountain | Roy Rogers | OR 99W | Widen to 3 lanes Add sidewalks and bike lanes: add | \$ | 34,000,000 | 100% | | 1 | \$ | 34,000,000 | 84% | \$28,697,248 | 2040+ | | | φ - | \$ 14,457 | \$ 14,457 |
| 1028 | Wash Co | Butner | Murray | Cedar Hills | turn lanes at appropriate | \$ | 12,730,247 | 90% | | | \$ | 11,457,223 | 100% | \$11,457,223 | 2040+ | | \$ 43,922 | \$ - | \$ 2,046,669 | \$ 2,046,669 |
| | | | · . | | intersections | | | | | | <u> </u> | | | | | | · . | | | |
| 1029 | Wash Co | Clutter/Ridder | Grahams Ferry | Garden Acres | Widen to 3 lanes | \$ | 2,100,000 | 40% | | | \$ | 840,000 | 100% | \$840,000 | 2025-2039 | | - | \$ - | \$ - | \$ - |
| 1030 | Wash Co | Cornelius Pass | Frances | TV Highway | Widen to 5 lanes | \$ | 11,307,000 | 100% | | | \$ | 11,307,000 | 100% | \$11,307,000 | 2014-2024 | | \$ 3,918,781 | \$ 528 | \$ 12,596,916 | \$ 12,597,443 |
| 1031 | Wash Co | Cornell | US 26 | Murray | Widen to 5 lanes | \$ | 40,620,000 | 100% | | | \$ | 40,620,000 | 100% | \$40,620,000 | 2025-2039 | | 1 | \$ - | \$ 1,210,641 | \$ 1,210,641 |
| | Wash Co | Cornell | 143rd / Science | | Reconfigure intersection | \$ | 12,400,000 | 100% | | | \$ | 12,400,000 | 100% | \$12,400,000 | 2025-2039 | | | \$ - | \$ - | s - |
| | | | Park | Court F | ŭ | | | | | | | | | | | | . | Ψ - | | |
| | Wash Co | Cornell | 102nd Wilsonville city | County line | Widen to 3 lanes Widen to 3 lanes, add turn pockets | \$ | 18,000,000 | 100% | | 1 | \$ | 18,000,000 | 100% | \$18,000,000 | 2040+ | | + | a - | a - | \$ - |
| 1034 | Wash Co | Elligsen | limit | 65th | & signal at 65th | \$ | 5,000,000 | 60% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | I | \$ - | \$ - | \$ - |
| | Wash Co | Evergreen | East of 25th | | Multi-modal improvements | \$ | 1,800,000 | 100% | | | \$ | 1,800,000 | 100% | \$1,800,000 | 2008-2017 | | | \$ - | \$ 679 | \$ 679 |
| 1036 | Wash Co | Farmington | 209th | 185th | Widen to 5 lanes | \$ | 42,000,000 | 100% | | | \$ | 42,000,000 | 85% | \$35,853,659 | 2025-2039 | | | \$ - | \$ - | \$ - |

| | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | | Estimated Project | | | | | Total TDT and |
|---------|--------------------|----------------------------|-------------------------|------------------------|--|--------------------------------|--------------------------|---|--------------------|--------------|--------|-----------------|------------------------------|-------------------------|--------------------|---------------------------|------------------------------|-------------------------------|-------------------------------|
| Project | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Related to | Funding | Funding Revenue | Eligible Cap | | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 21-22 TDT | FY 21-22 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other funding 2009-Present |
| | Wash Co | Farmington | 185th | Kinnaman | Widen to 5 lanes | \$ 27,299,000 | Capacity (%) | Source | Revenue | \$ 27.2 | | 99% | \$26,944,468 | 2025-2039 | F1 21-22 IDI | Funding | \$ - | \$ - | \$ - |
| | Wash Co | Fischer | 131st | OR 99W | Add sidewalks and bike lanes; add turn lanes at appropriate | \$ 4,580,000 | 90% | | | \$ 4,1: | 22,000 | 100% | \$4,122,000 | 2025-2039 | | | \$ 472,713 | \$ 2,443,770 | \$ 2,916,483 |
| | Wash Co | Garden Home | 92nd | Oleson | intersections Widen to 3 lanes | \$ 9,000,000 | 100% | | | | 00,000 | 100% | \$9,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Germantown | Cornelius Pass | | | \$ 3,000,000 | | | | | 00,000 | 100% | \$3,000,000 | 2025-2039 | | \$ 6,235 | \$ 1,309,042 | \$ 284,172 | \$ 1,593,214 |
| 1041 | Wash Co Wash Co | Germantown Glencoe/1st | 185th Harewood | Jackson | Intersection improvement Widen to 3 lanes | \$ 3,000,000 \$ 10,700,000 | 100% | | | | 00,000 | 100% 100% | \$3,000,000 \$10,700,000 | 2025-2039 2025-2039 | | | \$ - | \$ - | \$ - \$ - |
| | Wash Co | Grahams Ferry | Helenius | Clay | Widen to 3 lanes; add signal and improve geometry at Tonquin Rd | \$ 11,100,000 | | | | ¥ 1431 | 00,000 | 100% | \$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 | 100% | | | \$ 9,7 | 00,000 | 100% | \$9,700,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Greenburg | Hall | Locust | Widen to 5 lanes | \$ 23,019,501 | 100% | | | | 19,501 | 93% | \$21,445,518 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Hall | Scholls Ferry | Oleson | Widen to 5 lanes | \$ 2,401,000 | 100% | | | , · | 01,000 | 100% | \$2,401,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1047 | Wash Co Wash Co | Hall Hall | Oleson OR 99W | OR 99W Durham | Widen to 3 lanes Widen up to 5 lanes | \$ 13,800,000 \$ 42,500,000 | 100% | | | | 00,000 | 95% 92% | \$13,164,474 \$39,022,727 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Jenkins | 158th | Murray | Widen to 5 lanes | \$ 15.530.000 | 100% | | | | 30,000 | 79% | \$12,253,028 | 2014-2024 | \$ 1,059,436 | \$ 232.944 | \$ 3,309,436 | \$ 14.640.134 | \$ 17,949,570 |
| | Wash Co | Johnson | Cornelius Pass | 185th | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 24,333,000 | 90% | | | | 99,700 | 100% | \$21,899,700 | 2025-2039 | \$ 46,196 | • | \$ 1,767,801 | \$ - | \$ 1,767,801 |
| 1051 | Wash Co | Johnson | 185th | 170th | Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing | \$ 14,027,000 | 95% | | | \$ 13,3 | 25,650 | 100% | \$13,325,650 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1052 | Wash Co | Kaiser/143rd | Bethany | Cornell | section over drainage Widen to 3 lanes | \$ 38,357,000 | 100% | | | \$ 38.3 | 57,000 | 100% | \$38,357,000 | 2025-2039 | | | \$ - | \$ 108.459 | \$ 108,459 |
| | Wash Co | Kinnaman | 209th | Farmington | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 26,810,000 | | | | | 29,000 | 100% | \$24,129,000 | 2025-2039 | | \$ 88,439 | \$ - | \$ 88,439 | \$ 88,439 |
| 1054 | Wash Co | Kinnaman | 198th | | Realign offset intersection, signalize or add roundabout | \$ 4,971,000 | 100% | | | \$ 4,9 | 71,000 | 100% | \$4,971,000 | 2014-2024 | | \$ 18,220 | \$ - | \$ 18,220 | \$ 18,220 |
| 1055 | Wash Co | Laidlaw | Skycrest | Lakeview | Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 10,000,000 | 90% | | | \$ 9,0 | 00,000 | 100% | \$9,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1056 | Wash Co | Laidlaw | Saltzman | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 22,000,000 | 90% | | | \$ 19,8 | 00,000 | 100% | \$19,800,000 | 2025-2039 | | \$ 173,510 | \$ - | \$ 604,621 | \$ 604,621 |
| 1057 | Wash Co | Leahy/90th/ 107th | Cornell | Barnes | Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes | \$ 10,000,000 | 90% | | | \$ 9,0 | 00,000 | 100% | \$9,000,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1058 | Wash Co | McDaniel | 119th | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 21,000,000 | 90% | | | \$ 18,9 | 00,000 | 100% | \$18,900,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1059 | Wash Co | Merlo | 170th | MAX Light Rail | Widen to 5 lanes | \$ 16,635,000 | 100% | | | \$ 16,6 | 35,000 | 100% | \$ 16,635,000 | 2014-2024 | | | \$ - | \$ 1,292,697 | \$ 1,292,697 |
| 1060 | Wash Co | Miller Hill | Farmington | Gassner | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 9,000,000 | 90% | | | \$ 8,1 | 00,000 | 100% | \$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 | | | | | 00,000 | 100% | \$34,200,000 | 2014-2024 | | | \$ - | \$ 4,608,174 | \$ 4,608,174 |
| 1062 | Wash Co | River | Farmington | | Intersection improvement | \$ 3,000,000 | 100% | | | \$ 3,0 | 00,000 | 100% | \$3,000,000 | 2025-2039 | | \$ 900,668 | \$ - | \$ 2,745,559 | \$ 2,745,559 |
| 1063 | Wash Co | Saltzman | Laidlaw | Bayonne | Realign 2/3-lane collector road, including bridge over Bronson Creek | \$ 11,100,000 | 100% | | | \$ 11,1 | 00,000 | 100% | \$11,100,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1064 | Wash Co | Saltzman | Bayonne | Bauer Woods | Widen to 3 lanes | \$ 8,000,000 | 100% | | | \$ 8,0 | 00,000 | 100% | \$8,000,000 | 2025-2039 | | | \$ - | \$ | \$ - |
| 1065 | Wash Co | Scholls Ferry | Beaverton- Hillsdale | Allen | Widen to 3 lanes | \$ 22,587,000 | 100% | | | \$ 22,5 | 87,000 | 100% | \$22,587,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1066 | Wash Co | Scholls Ferry | Hall | | Intersection capacity and signal improvements | \$ 2,549,139 | 100% | | | \$ 2,5 | 49,139 | 100% | \$2,549,139 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1067 | Wash Co | Scholls Ferry | OR 217 | 121st | Widen to 7 lanes | \$ 20,547,608 | 100% | | | \$ 20,5 | 47,608 | 91% | \$18,745,186 | 2040+ | | | \$ - | \$ 1,644,864 | \$ 1,644,864 |
| | Wash Co | Scholls Ferry | Murray | | Intersection capacity and signal | \$ 1,390,440 | 100% | | | \$ 1.3 | 90,440 | 100% | \$1,390,440 | 2025-2039 | | | s - | s - | s - |
| | | , | , | DO0: | improvements | . ,, | | | | , ,, | | | | | | e 15- | ¢ 0.500.055 | ¢ 40 177 767 | ¢ 44.001.00= |
| 1069 | Wash Co Wash Co | Springville Springville | 185th PCC entrance | PCC entrance Kaiser | Widen to 5 lanes Widen to 3 lanes | \$ 11,100,000 \$ 3,600,000 | 100% | | | | 00,000 | 100% 100% | \$11,100,000 \$3,600,000 | 2014-2024 2014-2024 | \$ 68 \$ 11.883 | \$ 135 \$ 23,767 | \$ 3,523,373 \$ 1,506,383 | \$ 10,477,709 \$ 6,051,183 | |
| 1070 | | Taylors Ferry | Oleson | Washington | New 2/3-lane road | \$ 4,390,000 | 100% | | 1 | | 90,000 | 100% | \$4,390,000 | 2025-2039 | ψ 11,003 | ψ 23,767 | \$ - | \$ - | \$ - |
| | Wash Co | Thompson | Saltzman | County line | Widen to 3 lanes | \$ 37,000,000 | 100% | | | | 00,000 | 100% | \$37,000,000 | 2040+ | \$ 2,000,000 | \$ 446,985 | \$ 2,000,000 | \$ 1,165,506 | \$ 3,165,506 |
| | Wash Co | Tonquin | 124th | Grahams Ferry | Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd | \$ 10,500,000 | | | | \$ 10,5 | 00,000 | 100% | \$10,500,000 | 2018-2025 | | | \$ - | \$ 618 | \$ 618 |
| 1074 | Wash Co | Tualatin- Sherwood | Langer Farms | Teton | Widen to 5 lanes | \$ 31,500,000 | 100% | Willamette Water Supply, MSTIP | | \$ 31,5 | 00,000 | 93% | \$29,295,000 | 2014-2024 | \$ 32,292 | \$ 4,716,177 | \$ 204,147 | \$ 10,139,451 | \$ 10,343,597 |
| 1075 | Wash Co | Tualatin- Sherwood | Baler | | Reconfigure intersection at Baler Way and construct north leg of intersection | \$ 1,000,000 | 100% | | | \$ 1,0 | 00,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ - | s - |
| 1076 | Wash Co | Walker | 194th extension | 185th | Widen to 5 lanes, right-of-way for turn/auxiliary lanes | \$ 20,000,000 | 100% | | | \$ 20,0 | 00,000 | 100% | \$20,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |

Appendix A: TDT Road Project List Expenditures FY 2021-22

| | | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | Estimated Project | | | | | Total TDT ar |
|---------|----------------------------|--------------------------------|---------------------------------------|----------------------------|--|---------|------------------------|--------------------------|---|------------------|------------------------------|--------|----------------------------|----------------------|--------------|----------------|---------------|--------------------------|------------------------|
| Project | | | | | | | ct Cost | Related to | Funding | Funding | Eligible Capacity | Growth | Eligible SDC | Completion | | FY 21-22 Other | TDT 2009- | Other Funding | other funding |
| ID | Jurisdiction | Facility | From | То | Project | • | 14\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | FY 21-22 TDT | Funding | Present | 2009-Present | 2009-Preser |
| | Wash Co | Walker | 185th | 173rd | Widen to 5 lanes Intersection capacity and signal | - | 3,570,000 | 100% | | | \$ 13,570,00 | 0 68% | \$9,277,449 | 2014-2024 | | \$ 388,783 | \$ - | \$ 2,757,669 | \$ 2,757,66 |
| | Wash Co | Walker | 158th | | improvements | | 2,549,139 | 100% | | | \$ 2,549,13 | | 6 \$2,549,139 | 2014-2024 | \$ 784,436 | \$ 797,034 | \$ 784,436 | \$ 3,504,265 | \$ 4,288,70 |
| | Wash Co | Walker | Murray | OR 217 | Widen to 5 lanes | 4 . | 3,000,000 | 100% | | | \$ 33,000,00 | | . +,, | 2014-2024 | \$ 784,436 | | \$ 784,436 | \$ 9,550,315 | \$ 10,334,75 |
| 1080 | Wash Co Wash Co | West Union | Cornelius Pass 185th | 185th 143rd | Widen to 5 lanes Widen to 3 lanes | | 6,192,000 | 100% | | | \$ 26,192,00 | | | 2014-2024 | | \$ 49,821 | \$ - | \$ 524,193 \$ 227,281 | \$ 524,19 \$ 227,28 |
| | Wash Co | 158th | Walker | MAX Light Rail | Widen to 5 lanes | \$ | 8,100,000 | 100% | | | \$ 8,100,00 | 0 100% | 6 \$8,100,000 | 2014-2024 | \$ 1,059,436 | | \$ 3,309,436 | \$ 8,255,361 | |
| 1083 | Wash Co | Murray | Walker | | Additional turn lanes and auxiliary | \$ 1 | 5,000,000 | 100% | | | \$ 15,000,00 | 0 100% | 6 \$15,000,000 | 2014-2024 | | | s - | s - | s - |
| 1084 | Wash Co | Thompson | Circle A | Saltzman | lanes Realign 3-lane arterial | | 6.000.000 | 100% | | | \$ 6,000,00 | | 6 \$6,000,000 | 2014-2024 | | | ¢ - | ¢ - | · |
| | Wash Co | Walker | 158th | Murray | Widen to 5 lanes | | 0,200,000 | 100% | | | \$ 10,200,00 | 0 709 | | 2014-2024 | | | \$ - | \$ 2,105,020 | \$ 2,105,02 |
| 1086 | Wash Co | Roy Rogers | Borchers | Sherwood UGB | Widen to 5 lanes | \$ 1 | 2,000,000 | 100% | | | \$ 12,000,00 | 95% | \$11,400,000 | 2014-2025 | | | \$ - | \$ - | \$ - |
| 1087 | Wash Co | Roy Rogers | Sherwood UGB | Tigard UGB | Widen to 4/5 lanes | | 0,000,000 | 100% | | | \$ 30,000,00 | 70% | \$21,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Cornelius Pass | Rosedale | Farmington | New 3-lane road extension | | 1,800,000 | 100% | | | \$ 31,800,00 | 0 100% | | 2018-2030 | | \$ 48 | \$ - | \$ 20,584 | \$ 20,58 |
| | Wash Co | Tile Flat Tile Flat | Scholls Ferry Bull Mountain | Bull Mountain Beef Bend | New 3-lane road extension New 3-lane road extension | | 2,900,000 8,500,000 | 100% 100% | | | \$ 72,900,00 \$ 48,500,00 | | | 2018-2030 | | | \$ - | \$ - | \$ - |
| | Wash Co Wash Co | Grabhorn | Farmington | UGB | Realign curves: widen to 3-lanes | T . | 5.300,000 | 100% | | | \$ 5,300,00 | 0 1007 | | 2025-2039 | \$ 90,135 | | \$ 102,819 | \$ - | \$ 102,81 |
| | Wash Co | Kaiser | Springville | County line | Widen to 3 lanes | | 2,000,000 | 100% | | | \$ 12,000,00 | 0 1009 | | 2018-2030 | | | \$ - | \$ 32,090 | |
| 1093 | Wash Co | All arterials and collectors | Countywide | Countywide | ADA facilities (including ramps, actuators, signal modifications, | \$ 10 | 0,000,000 | 100% | | | \$ 10,000,00 | 0 100% | 6 \$ 10,000,000 | 2018-2030 | | \$ 4,465,040 | \$ - | \$ 13,173,048 | \$ 13,173,04 |
| 1094 | Wash Co | | Murray | Cornell | equipment, etc.) Complete streets, pedestrian | \$ | 7,000,000 | 100% | | | \$ 7,000,00 | 0 100% | 6 \$7,000,000 | 2019-2030 | | | s - | s - | s - |
| | Wash Co | Hall Blvd | Scholls Ferry | Nimbus | crossing, safety Bike lanes and sidewalks | | 0,000,000 | 100% | | | \$ 10,000,00 | 0 100% | 1 1 1 | 2019-2030 | \$ 4,180 | | \$ 4.798 | ę . | \$ 4,79 |
| 1033 | Wasii Co | i iali bivu | Scribis Ferry | Nillibus | Shoulder widening, bridge | Ψ 1 | 0,000,000 | 10078 | | | φ 10,000,00 | 1007 | 8 \$10,000,000 | 2019-2030 | ψ 4,100 | | φ 4,730 | 9 | φ 4,73 |
| 1096 | Wash Co | Cornelius Pass | West Union | County line | replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 1 | 2,000,000 | 100% | | | \$ 12,000,00 | 100% | 6 \$12,000,000 | 2019-2030 | | \$ 104,873 | \$ - | \$ 164,237 | \$ 164,23 |
| 1097 | Wash Co | Roy Rogers | Borchers | Chicken Creek | Widening, bicycle and pedestrian facilities | \$ 2 | 0,000,000 | 100% | Willamette Water Supply, MSTIP | | \$ 20,000,00 | 0 100% | 6 \$20,000,000 | 2019-2030 | | | \$ - | \$ 1,255,916 | \$ 1,255,91 |
| 1098 | Wash Co | Tualatin- Sherwood | Langer Farms | OR 99W | Widening, turn lanes, bike lanes | \$ 1 | 7,000,000 | 100% | Willamette Water Supply, MSTIP | | \$ 17,000,00 | 0 100% | 6 \$17,000,000 | 2019-2030 | | \$ 10,754,369 | \$ - | \$ 14,546,490 | \$ 14,546,49 |
| | Wash Co | Cornell | 129th | Saltzman | Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal | | 1,500,000 | 100% | | | \$ 1,500,00 | | | 2020-2030 | | | \$ - | \$ - | |
| 1100 | Wash Co | Terman | Murray Light Rail | Hocken | Widen to 3 lanes | \$ 1 | 0,000,000 | 100% | | | \$ 10,000,00 | 0 1009 | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | |
| 1101 | Wash Co | Shannon PI | Tracks | Terman | Widen to 3 lanes | \$ | 2,000,000 | 100% | | | \$ 2,000,00 | 0 1009 | 6 \$2,000,000 | 2025-2039 | | | \$ - | \$ - | |
| 1102 | Wash Co | Jenkins | Murray | Cedar Hills | Widen to 5 lanes | \$ 1 | 3,000,000 | 100% | | | \$ 13,000,00 | 0 100% | \$13,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1103 | Wash Co | Blanton | 209th | 170th | Widening, turn lanes, bicycle and pedestrian facilities, intersection improvements at 198th Ave and 185th Ave | \$ 2 | 8,500,000 | 100% | | | \$ 28,500,00 | 100% | 6 \$28,500,000 | 2025-2039 | | | \$ - | \$ - | |
| | Wash Co | TOTAL | | | | \$ 1,69 | 0,608,444 | | | | \$ 1,662,242,47 | 0 | \$1,610,985,052 | | \$ 7,872,498 | \$ 29,545,618 | \$ 21,079,347 | \$ 181,783,636 | \$ 202,862,98 |
| 8600 | Wilsonville | Boones Ferry | Basalt Creek East-West Arterial | Day | Widen to 5 lanes | \$ | 1,100,000 | 100% | | | \$ 1,100,00 | 0 100% | 6 \$1,100,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 8601 | Wilsonville | Dav | Grahams Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$ | 5,800,000 | 80% | | | \$ 4,640,00 | 0 100% | 6 \$4,640,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | Day | Garden Acres | | Intersection improvements, roundabout, signal/lane | | 8,600,000 | 100% | | | \$ 8,600,00 | | \$8,600,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 200- | Wilsonville | Dav | Boones Ferry | I-5 | modifications Extend 4/5-lane arterial to I-5 | s | 5.000.000 | 100% | | | \$ 5.000.00 | 0 100% | 6 \$5.000.000 | 2040+ | | | | | s - |
| | | , | | Wilsonville city | | - | -,, | | | | ,, | | 1 | | | | \$ - | \$ - | - |
| | Wilsonville | Elligsen | Parkway Center | limit | Widen to 3 lanes Widen to 3 lanes, add double | | 3,000,000 | 60% | | | \$ 1,800,00 | | | 2014-2024 | | | \$ - | \$ - | \$ - |
| 8605 | Wilsonville | Grahams Ferry | Clay | Calahin | southbound left turn lane at Day | | 7,100,000 | 60% | | | \$ 4,260,00 | 100% | 6 \$4,260,000 | 2014-2024 | | | \$ - | > - | \$ - |
| 8606 | Wilsonville | Garden Acres | Day | Ridder | Widen, construct 3-lane road | \$ 1 | 1,300,000 | 100% | | | \$ 11,300,00 | 0 100% | 6 \$11,300,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 8607 | Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$ | | 100% | | | \$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 8608 | Wilsonville | Boones Ferry | Basalt Creek Pkwy | Day | Widen to 5 lanes | \$ | 1,200,000 | 100% | | | \$ 1,200,00 | 0 100% | \$1,200,000 | 2019-2025 | | | \$ - | \$ - | |
| 8609 | Wilsonville | Grahams Ferry | Basalt Creek Pkwy | Day | Widen to 3 lanes, urban upgrade | \$ 1 | 3,200,000 | 100% | | | \$ 13,200,00 | 1009 | 6 \$13,200,000 | 2019-2025 | | | \$ - | \$ - | |
| | Wilsonville Wilsonville | I-5 Southbound Boones Ferry | Elligsen/Boones Ferry 95th | | Widen/Construct second southbound right-turn lane Access Management | | 1,063,000 | 100% | | | \$ 1,063,00 \$ 2,500.00 | 0 100% | \$1,063,000 \$2,500,000 | 2019-2025 | | | \$ - \$ - | \$ - | |
| | | | COUL | | Construct new road (Java Rd) with | Ψ | 2,000,000 | 10070 | | | -,,,,,,, | | Ψ2,000,000 | | | | φ - | φ - | |
| 8612 | Wilsonville | Java Rd | Boones Ferry | Grahams Ferry | signal at Grahams Ferry | \$ | 1,500,000 | 100% | | | \$ 1,500,00 | 100% | 6 \$1,500,000 | 2020-2035 | | | \$ - | \$ - | |

TDT FY 2021-22 Annual Report

| Project ID | Jurisdiction | Facility | From | To | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Primary Funding | Other Primary Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 21-22 TDT | FY 21-22 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------|---------------------|----|--|--------------------------|--|--------------------|--|-----------------------------|-----------------|------------------------|---|---------------|---------------------------|----------------------|-------------------------------|--|
| 8613 | Wilsonville | Grahams Ferry | RR Undercrossing | | Reconstruct existing railroad undercrossing to a 3-lane cross- section | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 100% | \$5,000,000 | 2020-2035 | | | \$ - | \$ - | |
| | Wilsonville | TOTAL | | | | \$ 66,363,000 | | | | \$ 61,163,000 | | \$61,163,000 | | \$ - | \$ - | \$ - | \$ - | \$ - |
| | TOTAL | | | | | \$ 3,542,936,025 | | | | \$ 3,482,099,337 | | \$ 3,409,021,193 | | \$ 17,000,313 | \$ 48,536,543 | \$ 79,281,862 | \$ 367,856,292 | \$ 447,138,009 |

XXX Projects that are struck through have been removed from the current TDT Project List, but remain here to indicate funds spent on them.

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Appendix B: TDT Transit Project List Expenditures FY 2021-22

| Project ID | Project Name and Bus Stop I | 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 21-22 TDT | FY 21-22 Other Funding | TDT 2009- Present | Other Fundin 2009-Presen | g othe | al TDT and er funding 09-Present |
|------------|---|--|---------------------|------------------------------------|----------------------------------|----------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|-----------------------------|--------|--|
| | 185th / Farmington Bus | 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 | Jones Farm - | Shelter and stop infrastructure for new north-south bus line along Veterans Drive, Brookwood Pkwy, Century Blvd, and Alexander St (Line 41) | \$1,225,000 | 0% | \$1,225,000 | 100% | \$1,225,000 | 100% | \$1,225,000 | 58% | \$705,600 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 104 | 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 | Orenco-Bethany Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 47) | \$2,425,000 | 0% | \$2,425,000 | 100% | \$2,425,000 | 100% | \$2,425,000 | 58% | \$1,396,800 | 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, including North Plains, Banks, and Gaston | \$3,500,000 | 20% | \$2,800,000 | 100% | \$2,800,000 | 100% | \$2,800,000 | 58% | \$1,612,800 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 109 | Tigard - Transit Stop Improvements | Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St | \$1,000,000 | 0% | \$1,000,000 | 100% | \$1,000,000 | 100% | \$1,000,000 | 58% | \$580,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 110 | Cornelius - Transit Stop Improvements | Upgrade transit stop amenities (shelters, seating, landing pads, route info, bike parking, lighting) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2040+ | | | \$ - | \$ - | \$ | - |
| 111 | Burnside/Cedar Hills Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 20) | \$ 1,300,000 | 0% | \$ 1,300,000 | 100% | \$ 1,300,000 | 100% | \$ 1,300,000 | 58% | \$ 754,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 112 | Cornelius Pass Road Bus Line Infrastructure | Shelter and stop infrastructure for new frequent service bus line along Cornelius Pass Road (Line 47) | \$ 400,000 | 0% | \$ 400,000 | 100% | \$ 400,000 | 100% | \$ 400,000 | 58% | \$ 232,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 113 | | Shelter and stop infrastructure for new bus lines along Main Street, Baseline Road and Jenkins Road (Lines 40/47) | \$ 1,400,000 | 0% | \$ 1,400,000 | 100% | \$ 1,400,000 | 100% | \$ 1,400,000 | 58% | \$ 812,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 114 | North Hillsboro – Willow Creek Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Croeni Avenue, Jacobsen Street, Brookwood Pkwy, Shute Road, and Butler Street (Line 88) | \$ 1,150,000 | 0% | \$ 1,150,000 | 100% | \$ 1,150,000 | 100% | \$ 1,150,000 | 58% | \$ 667,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 115 | Merlo – Tigard Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Merlo Road, 170th Avenue, 155th Avenue, Beard Road, 121st Avenue, and Gaarde Street (Line 67) | \$ 1,250,000 | 0% | \$ 1,250,000 | 100% | \$ 1,250,000 | 100% | \$ 1,250,000 | 58% | \$ 725,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 116 | Progress Ridge Bus Line Infrastructure | Shelter and stop infrastructure for reroute or extension of bus lines along Scholls Ferry Road, Horizon Blvd, Murray Blvd, and Barrows Road (Lines 37/56/62) | \$ 625,000 | 0% | \$ 625,000 | 100% | \$ 625,000 | 100% | \$ 625,000 | 58% | \$ 362,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 117 | Line Infrastructure | Shelter and stop infrastructure for bus line extension along Scholls Ferry Road, including bus layover in South Cooper Mountain (Line 56) | \$ 275,000 | 0% | \$ 275,000 | 100% | \$ 275,000 | 100% | \$ 275,000 | 58% | \$ 159,500 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 118 | West Beaverton Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Oak Street-Davis Road-Allen Blvd (Line 88) | \$ 325,000 | 0% | \$ 325,000 | 100% | \$ 325,000 | 100% | \$ 325,000 | 58% | \$ 188,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 119 | Durham Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Durham Road (Line 36) | \$ 425,000 | 0% | \$ 425,000 | 100% | \$ 425,000 | 100% | \$ 425,000 | 58% | \$ 246,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 120 | 141st/Terman Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along 141st Avenue- Shannon Place and Terman Road (Line 62) | \$ 125,000 | 0% | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |

Appendix B: TDT Transit Project List Expenditures FY 2021-22

| | | | | | | | | | | | Fliaible CDC | | | | | | | |
|------------|--|--|---------------------|------------------------------------|----------------------------------|-------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|-------------------------------|-------|-----------------|
| 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 21-22 TDT | FY 21-22 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other | TDT and funding |
| 121 | McDonald/Bonit | Shelter and stop infrastructure for bus line reroute along McDonald Street and Bonita Road (Line 38) | \$ 500,000 | | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2025-2039 | | J | \$ - | \$ - | \$ | - |
| 122 | Wilsonville Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along 95th Avenue (Line | \$ 125,000 | 0% | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 123 | Sunset – Bethany Bus Line | Shelter and stop infrastructure for new north-south bus line along Saltzman Road and Laidlaw Road (Line 49) | \$ 825,000 | 0% | \$ 825,000 | 100% | \$ 825,000 | 100% | \$ 825,000 | 58% | \$ 478,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 124 | Infrastructure Walnut Street Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Walnut Street (Line 37) | \$ 350,000 | 0% | \$ 350,000 | 100% | \$ 350,000 | 100% | \$ 350,000 | 58% | \$ 203,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 125 | Oleson Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Oleson Road (Line 1) | \$ 225,000 | 0% | \$ 225,000 | 100% | \$ 225,000 | 100% | \$ 225,000 | 58% | \$ 130,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 126 | Multnomah Blvd Bus Line Infrastructure | Shelter and stop infrastructure for bus line reoute along Multnomah Blvd (Line 92) | \$ 75,000 | 0% | \$ 75,000 | 100% | \$ 75,000 | 100% | \$ 75,000 | 58% | \$ 43,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 127 | Beaverton – Sellwood Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Garden Home Road, 92nd Avenue, Allen Blvd, and Western Avenue (Line 45) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2025-2039 | | | \$ | \$ - | \$ | - |
| 128 | Amberglen - Beaverton Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along John Olsen Avenue, Aloclek Drive, Stucki Avenue, and Walker Road (Line 59) | \$ 1,000,000 | 0% | \$ 1,000,000 | 100% | \$ 1,000,000 | 100% | \$ 1,000,000 | 58% | \$ 580,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 129 | Basalt Creek Bus Infrastructure | Shelter and stop infrastructure for new north-south bus line along 124th Avenue, Basalt Creek Parkway (or Tonquin Rd), Grahams Ferry Road, and Day Street (Line 94) | \$ 1,125,000 | 0% | \$ 1,125,000 | 100% | \$ 1,125,000 | 100% | \$ 1,125,000 | 58% | \$ 652,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| Subtotal | | Day Street (Line 94) | \$34,117,000 | | \$33,417,000 | | \$33,417,000 | | \$33,417,000 | | \$19,302,192 | | | | \$ - | \$ - | \$ | |
| Transit Pr | riority Treatmen | ts | | | | | | • | • | | | • | | | \$ - | \$ - | \$ | - |
| 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 | | | \$ - | \$ - | \$ | - |
| 204 | Tigard - Transit | Transit signal preemption at Hall Blvd | @F 000 000 | 00/ | \$5,000,000 | 4000/ | #F 000 000 | 4000/ | ₽F 000 000 | 500/ | \$2,000,000 | 2044 2024 | | | \$ - | s - | e | |
| 201 | Priority | and Hwy 99W intersection | \$5,000,000 | 0% | \$5,000,000 | 100% | \$5,000,000 | 100% | \$5,000,000 | 58% | \$2,900,000 | 2014-2024 | | | * | * | \$ | |
| Subtotal | des / Transit Ce | l l | \$7,750,000 | | \$7,750,000 | | \$7,750,000 | | \$7,750,000 | | \$4,484,000 | | | | \$ - \$ | \$ - \$ - | \$ | |
| | 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 | | | \$ - | \$ - | \$ | - |
| 301 | OR 8 P&R | Cornelius - Develop OR 8 Park & Ride facilities at 10th and 26th Avenues | \$1,700,000 | 0% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 2028-2040 | | | \$ - | \$ - | \$ | - |
| Subtotal | | admines at 10th and 20th Avenues | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | | \$10,340,000 | | | | \$ - | \$ - | \$ | |
| Pedestria | n/Bicycle Acces | | | | | | | | | | | | | | \$ - | \$ - | \$ | - |
| 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 | | | \$ 2,135,384 | \$ - | \$ 2 | 2,135,384 |
| 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 | | | \$ - | \$ - | \$ | - |
| 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 | | | \$ - | \$ - | \$ | - |

Appendix B: TDT Transit Project List Expenditures FY 2021-22

| | | | | | | | | | | | Eligible SDC | | Ī | | | | | | |
|------------|---|---|---------------------|------------------------------------|----------------------------------|----------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|------|-------------------------|------|--------------------------|
| 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 21-22 TDT | FY 21-22 Other Funding | TDT 2009- Present | | er Funding 9-Present | othe | TDT and funding -Present |
| 405 | Westside Trail: Cornell to Greenbrier | Multi-use trail connecting business park to Cornell Rd bus line, including grade- separated overcrossing of US 26 | \$9,450,000 | 0% | \$9,450,000 | 100% | \$9,450,000 | 90% | \$8,505,000 | 100% | \$8,505,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 406 | Bike & Rides | Enclosed, key card accessed bicycle parking at high capcity 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 | | | \$ - | \$ | - | \$ | - |
| 408 | Basalt Creek Canyon Trail | North/south trail connection within Basalt Creek making connections to east/west roadways. Includes grade separation of Basalt Creek Pkwy | \$450,000 | 0% | \$450,000 | 100% | \$450,000 | 90% | \$405,000 | 100% | \$405,000 | 2019-2029 | | | \$ - | \$ | - | \$ | - |
| 409 | I-5 Easement Trail | Trail parallel to I-5 providing north/south connection to existing bike and pedestrian facilities | \$750,000 | 0% | \$750,000 | 100% | \$750,000 | 90% | \$675,000 | 100% | \$675,000 | 2019-2029 | | | \$ - | \$ | - | \$ | - |
| 410 | Council Creek Regional Trail | Multi-use trail on railroad right-of-way connecting employment and residential areas to downtown Forest Grove, Cornelius, and Hillsboro Transit Center/Hatfield Government Station MAX | \$26,500,000 | 80% | \$5,300,000 | 100% | \$5,300,000 | 100% | \$5,300,000 | 100% | \$5,300,000 | 2025-2040 | | | \$ - | \$ | - | | |
| Subtotal | | | \$109,671,036 | | \$87,771,036 | | \$87,771,036 | | \$79,439,432 | | \$79,439,432 | | | | \$ 2,069,914 | 1 \$ | - | _ | 2,069,914 |
| Transit Sy | stem Requiren | | , | | | T | , | | | | ī | | | | \$ - | \$ | - | \$ | - |
| 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 maintanance 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 | 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 | | | \$ - | \$ | | \$ | - |
| | 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 | | | \$ - | \$ | - | \$ | - |
| Subtotal | oity Trancit (H | CT) | \$19,831,000 | | \$14,831,000 | | \$11,431,000 | | \$10,631,000 | | \$8,171,376 | | | | \$ - \$ - | \$ | - | \$ | |
| nign capa | acity Transit (H | Amber Glen LRT spur. (Pending | | | | 1 | 1 | | | 1 | I | | | | φ - | ф | - | φ | |
| 600 | Amber Glen Streetcar loop circulator or Red Line extension | 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 | | | \$ - | \$ | 938,530 | \$ | 938,530 |
| 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, Hillsborn, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsborn-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 | | | \$ - | \$ | , | \$ | - |

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| Project ID | Project Name | Project Description | Total Cost (2014\$) | Expected Federal/State Share | Total Non- Federal/State Cost | | Total Non- Federal/State Cost within Wash. Co. | | Total Non- Federal/State Cost within Wash. Co. Capacity Related | Future Growth Share | | Estimated Project Completion Timeframe | FY 21-22 Other Funding | TDT 2009- Present | Other Funding 2009-Present | othe | al TDT and er funding 9-Present |
|------------|-------------------------------|--|---------------------|------------------------------------|----------------------------------|-----|---|------|---|---------------------------|---------------|---|------------------------------|----------------------|-------------------------------|------|---------------------------------------|
| 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 | | | \$ - | \$ 938,530 | \$ | 938,530 |
| TOTAL | | | \$1,969,069,036 | | \$1,050,969,036 | | \$807,569,036 | | \$798,437,432 | | \$528,225,000 | | | \$ 2,069,914 | \$ 938,530 | \$ | 3,008,444 |

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Appendix C: North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16 and again updated in each of the Fiscal Years since then. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and provide an update to the 5-year review conducted six years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2021-22.

Overview of Recommendations

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2022-23.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan - Revenue Sources

| Funding Program | Expected Revenue |
|---|------------------|
| Major Streets Transportation Improvement Program (MSTIP) | \$10,000,000 |
| Transportation Development Tax (TDT) | \$21,778,574 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 |
| North Bethany Transportation System Development Charge (NBTSDC) | \$22,466,756 |
| Pre-Existing Trust & Agency | \$1,400,000 |
| TOTAL | \$69,000,000 |

Together these funding sources would provide a total of \$69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

| | Tubic El Hortil Bi | ctilally rulialing riali Trails | portation improvements | |
|---------|-----------------------------------|---------------------------------|------------------------|-------------------|
| Project | | | Project | Total Cost |
| Number | Road | Extent | Description | Estimate |
| 1 | Shackelford Rd | West Boundary to Joss | New Collector Rd | \$9,300,000 |
| 2 | Shackelford Rd | Joss to Kaiser | New Collector Rd | \$8,800,000 |
| 3 | Springville Rd | 185 th to Joss | Improvements | \$11,100,000 |
| 4 | Springville Rd | Joss to Kaiser | Improvements | \$3,600,000 |
| 5 | Springville Rd | Kaiser to Countyline | Improvements | \$0* |
| 6 | Kaiser Rd | Shackelford to Springville | Improvements | \$7,800,000 |
| 7 | 185th Ave | Springville to West Union | Improvements | \$4,500,000 |
| 8 | Shackelford | Kaiser to Countyline | Improvements | \$0* |
| 9 | Shackelford Rd | 1/2 Bridge over Rock Creek | Bridge | \$7,300,000 |
| 10 | 185 th and Springville | Realignment | Improvements | \$900,000 |
| 11 | Kaiser Rd | Springville to Bethany | Improvements | \$6,100,000 |
| 12 | Brugger Rd | Joss to Kaiser | Improvements | \$3,200,000 |
| 13 | Joss Rd | Shackelford to Arbor | Improvements | \$4,100,000 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | Improvements | \$2,300,000 |
| | | | Total | \$69,000,000 |

^{*} Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. North Bethany and the Major Streets Transportation Improvement Program (MSTIP)

On June 23, 2015 the Board of County Commissioners approved the MSTIP Bonding Cost-sharing transportation funding program to provide transportation financing for high-growth residential areas. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

- North Bethany & Bonny Slope West (unincorporated Washington County)
- South Hillsboro (City of Hillsboro)

- South Cooper Mountain (City of Beaverton)
- River Terrace (City of Tigard)

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the \$140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, supplemental SDCs, including the NBTSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"—trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets
 Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds
 will allow improvements to be made proactively before the deficient roadways become
 problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of \$35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance (\$7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union (\$4,000,000 in MSTIP funding)

While the total of \$11.83M in MSTIP is more than the initial \$10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at:

https://www.washingtoncountyor.gov/lut/mstip-bonding-cost-sharing-program

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

| | Projected | | Total Revenue |
|------------------------|-----------------|------------------------|--------------------------|
| Land Use Category | Number of Units | 2012 Rate ¹ | Anticipated ² |
| Single Family Detached | 1,437 | \$8,225 | \$11,819,325 |
| Single Family Attached | 1,534 | \$4,919 | \$7,545,746 |
| Multi-Family | 1,218 | \$5,381 | \$6,554,058 |
| Non-Residential | varies | varies | \$3,118,969 |
| Total ² | | | \$29,038,098 |

¹⁾ The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.

The North Bethany Funding Plan allocated **75%** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: **\$21,778,574**. Table 4 shows the estimated TDT revenue from North Bethany to date and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

| | Estimated | |
|-------------|--------------|----------------|
| Fiscal Year | TDT Revenue* | 75% Allocation |
| FY 14-15 | \$1,141,678 | \$856,258 |
| FY 15-16 | \$2,614,654 | \$1,960,990 |
| FY 16-17 | \$2,006,493 | \$1,504,870 |
| FY 17-18 | \$3,449,267 | \$2,586,950 |
| FY 18-19 | \$1,762,068 | \$1,321,551 |
| FY 19-20 | \$452,863 | \$339,648 |
| FY 20-21 | \$1,372,471 | \$1,029,353 |
| FY 21-22 | \$1,956,788 | \$1,467,591 |
| Total | \$14,756,282 | \$11,067,211 |

^{*} Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

TDT fund expenditures and TDT Credits issued in North Bethany total \$6,556,364 (see Table 12, later in report, and appendix).

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits and TDT funds already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in \$4,510,847 (\$11,067,211 estimated revenue - \$6,556,364expenditures/credits) in estimated available TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

²⁾ As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

3. North Bethany County Service District for Roads (NBCSDR)

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of \$1.25 per/\$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea.

The NBCSDR also serves as a clearinghouse for other North Bethany funding sources (e.g. MSTIP, TDT, NBTSDC) for expenditures on North Bethany transportation projects. In FY 19-20, the North Bethany share of Transportation Development Tax (TDT) revenue collected from North Bethany development (see section 2, previously) and North Bethany Transportation System Development Charge (NBTSDC) funds were added to the NBCSDR fund to reflect all funding available for projects included in the North Bethany Funding Plan. Expenditures from the three revenue sources have been combined and are no longer distinguishable. However, County staff continue to make required TDT expenditure requests for TDT funded projects using these funds.

Table 5 shows a summary of the North Bethany County Service District for Roads.¹

Table 5: Summary of the North Bethany County Service District for Roads Revenue (NBCSDR)

| Fiscal Year | Total Assessed Valuation | Service District Revenue | Transfers In* | Service District Expenditures | Running Total |
|-------------|--------------------------------|-----------------------------|---------------|----------------------------------|---------------|
| FY 11-12 | \$26,240,000 | \$47,519 | \$378 | \$2,839 | \$45,058 |
| FY 12-13 | \$26,270,000 | \$31,849 | \$2,298,334 | \$12,582 | \$2,362,659 |
| FY 13-14 | \$28,180,000 | \$35,728 | \$741,670 | \$2,926,002 | \$215,055 |
| FY 14-15 | \$43,790,000 | \$73,029 | \$501,465 | \$663,137 | \$125,412 |
| FY 15-16 | \$80,730,000 | \$101,655 | \$1,061,433 | \$1,086,735 | \$201,765 |
| FY 16-17 | \$200,830,000 | \$251,373 | \$675,860 | \$722,282 | \$406,716 |
| FY 17-18 | \$340,160,000 | \$416,805 | \$901 | \$281,042 | \$543,380 |
| FY 18-19 | \$474,360,000 | \$603,234 | \$350,416 | \$317,015 | \$1,180,015 |
| FY 19-20** | \$622,006,788 | \$752,024 | \$11,820,811 | \$1,264,513 | \$12,488,337 |
| FY 20-21 | \$705,606,517 | \$857,612 | \$1,883,436 | \$3,942,911 | \$11,286,474 |
| FY 21-22 | \$783,020,875 | \$952,499 | \$2,474,955 | \$736,257 | \$13,977,673 |
| Total | | \$4,123,327 | \$21,809,659 | \$11,955,315 | |

^{*} Includes interest, Road Fund transfers, North Bethany TSDC (NBTSDC), Transportation Development Tax (TDT)

Loan from MSTIP

One project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the MSTIP program to the County Service District. These expenses were repaid as revenue became available from the Service District.

^{**} Fund combined with NBTSDC and North Bethany Share of TDT

¹ Table 5 has been updated from previous annual North Bethany Funding Plan reports to include transfers in and expenditures back to the fund initiation in FY 11-12.

4. North Bethany Transportation System Development Charge

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.

Revenue

Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2021 through June 2022 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in the table.

Table 6: North Bethany TSDC Revenue Receipts by Month

| rable of North Bethany 1000 Revenue Receipts by Worth | | | | | | | |
|---|----------------|-----------------|----------------|--|--|--|--|
| Month | Revenue | Interest Earned | Month Total | | | | |
| July 2021 | \$190,682.00 | \$(1,079.59) | \$189,602.41 | | | | |
| August 2021 | \$339,950.00 | \$804.11 | \$340,754.11 | | | | |
| September 2021 | \$217,572.00 | \$1,005.37 | \$218,577.37 | | | | |
| October 2021 | \$43,506.00 | \$1,077.80 | \$44,583.80 | | | | |
| November 2021 | \$202,758.00 | \$805.72 | \$203,563.72 | | | | |
| December 2021 | \$6,984.00 | \$1,095.36 | \$8,079.36 | | | | |
| January 2022 | \$83,019.00 | \$1,151.68 | \$84,170.68 | | | | |
| February 2022 | \$77,471.00 | \$1,139.16 | \$78,610.16 | | | | |
| March 2022 | \$78,112.00 | \$1,259.47 | \$79,371.47 | | | | |
| April 2022 | \$238,640.00 | \$1,381.19 | \$240,021.19 | | | | |
| May 2022 | \$43,506.00 | \$1,560.97 | \$45,066.97 | | | | |
| June 2022 | \$43,506.00 | \$1,157.13 | \$44,663.13 | | | | |
| Total | \$1,565,706.00 | \$11,358.37 | \$1,577,064.37 | | | | |

Figure 1 displays the revenue receipts and interest earned by month.

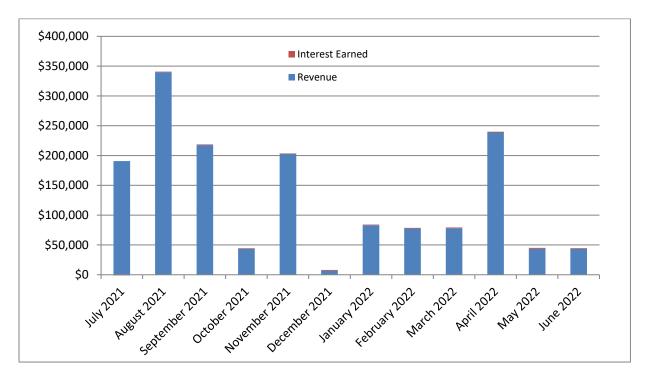


Figure 1: Revenue Receipts by Month

Expenditures

Table 7 summarizes the expenditures by month from the NBTSDC account during the July 2021 through June 2022 fiscal year. The expenditures include administration and other costs, including quarterly credit card charges.

Table 7: Expenditures by Month

| Month | Administration | Other | Month Total |
|----------------|----------------|-------------|-------------|
| July 2021 | \$1,429 | | \$1,429 |
| August 2021 | \$4,244 | | \$4,244 |
| September 2021 | \$1,870 | | \$1,870 |
| October 2021 | \$1,4289 | | \$1.429 |
| November 2021 | \$4,244 | | \$4,244 |
| December 2021 | \$1,429 | | \$1,429 |
| January 2022 | \$1,868 | | \$1,868 |
| February 2022 | \$4,244 | | \$4,244 |
| March 2022 | \$1,429 | | \$1,429 |
| April 2022 | \$1,429 | | \$1,429 |
| May 2022 | \$4,244 | | \$4,244 |
| June 2022 | \$1,429 | \$1,000,000 | \$1,001,429 |
| Total | \$29,285 | \$1,000,000 | \$1,029,285 |

North Bethany Transportation System Development Charge 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 may be used in lieu of paying the North Bethany Transportation System Development Charge. Table 8 shows the NBTSDC credits issued through June 30, 2022.

Table 8: North Bethany Transportation System Development Charge Credits*

| | Table 8: North | Detilally | i i alispoi tatio | - | evelopiliei | | | |
|------------------|---|-------------------------------|--------------------------------------|---|---------------|--|--------------------------------|--|
| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 20-21 | Credit Remaining 6/30/21 | Notes |
| NB14-01 | NW 160 th : Springville to Brugger | West Hills Developm ent | North Bethany Creek | \$180,397 | 10/23/14 | \$180,397 Transfer to NB14-01A | \$0 | Entire amount transferred to NB14- 01A |
| NB14-01A | From NB14-01 | DR Horton | | Transfer from NB14-01 \$180,397 | 12/30/14 | \$180,397 | \$0 | |
| NB14-02 | Brugger & ROW dedication | West Hills Developm ent | North Bethany Creek | \$77,822 | 11/24/14 | \$77,822 Transfer to NB14-01A | \$0 | Entire amount transferred to NB14- 02A |
| NB14-02A | From NB14-02 | DR Horton | | Transfer from NB14-01 \$77,822 | 12/30/14 | \$77,822 | \$0 | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | \$400,253 | 11/20/15 | \$397,345 | \$2,908 | |
| NB15-002 | Shackelford Rd | DR Horton | Bethany Commons at Abbey Creek | \$114,490 | 12/9/15 | \$114,490 | \$0 | |
| NB15-003 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek | \$71,870 | 12/9/15 | \$44,413 used \$27,457 Transfer to NB15-003A | \$0 | \$27,457 transferred to NB15- 003A |
| NB15-003A | From NB15-003 | DR Horton | Meadows at Abbey Creek | Transfer from NB15-003 \$27,457 | 4/22/16 | \$27,457 | \$0 | |
| NB16-001 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek #2 | \$62,000 | 3/15/16 | \$61,130 used \$870 Transfer to NB16-00A | \$0 | \$870 transferred to NB16- 001A |
| NB16-001A | From NB16-001 | DR Horton | Meadows at Abbey Creek | Transferred from NB16-001 \$870 | 4/21/16 | \$870 | \$0 | |
| NB16-002 | Brugger Rd & Joss Rd | DR Horton | Bethany Abbey Meadows | \$31,360 | 4/15/16 | \$31,360 | \$0 | |
| NB-007 | Shackelford Rd | DR Horton | Grace Hollow & Grace Hollow #2 | \$450,547 | 9/2/16 | \$183,762 | \$0 | \$266,661 transferred to NB-007A |
| NB-007A | Shackelford Rd | DR Horton | Bethany Abbey Meadows | Transferred from NB- 007 \$266,661 | 10/26/16 | \$266,661 | \$0 | |

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 20-21 | Credit Remaining 6/30/21 | Notes |
|------------------|-------------------------------|---------------------------------|---|--|---------------|---------------------------------------|--------------------------------|--|
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | | | \$2,908 | \$0 | |
| NB16-004 | Shackelford Rd | DR Horton | Bethany Abbey Heights No. 2 | \$179,530 | 8/15/16 | \$178,145 | \$1,385 | |
| NB16-003 | Shackelford Rd | DR Horton | Bethany Creek Falls No. 2 Row Houses | \$185,193 | 8/12/16 | \$185,193 | \$0 | |
| NB16-006 | Kaiser Rd & Springville Rd | Noyes | Crossing at North Bethany | \$177,795 | 8/31/16 | \$177,795 Transfer to NB16-006A | \$0 | \$177,795 Transferred to NB16- 006A |
| NB16-006A | Kaiser Rd & Springville Rd | Noyes | Highlands at North Bethany | Transferred from NB16-006 \$177,795 | 10/19/16 | \$177,795 | \$0 | |
| NB16-008 | Brugger Rd | DR Horton | Bethany Abbey Meadows No. 2 – Brugger Rd | \$74,727 | 12/13/16 | \$74,727 | \$0 | |
| NB16-009 | Shackelford Rd | DR Horton | Bethany Abbey Meadows No. 2 – Shackelford Rd | \$62,999 | 12/13/16 | \$18,828 | \$44,171 | |
| NB16-004 | Shackelford Rd | DR Horton | Bethany Abbey Heights No.2 | | 9/02/16 | \$1,385 | \$0 | |
| NB16-009 | Shackelford Rd | DR Horton | Bethany Abbey Meadows No.2 | | 12/13/16 | \$44,171 | \$0 | |
| NB17-001 | Shackelford Rd | Noyes | Highlands at North Bethany | \$133,968 | 2/2/18 | \$133,968 | \$0 | |
| NB18-001 | Kaiser Rd & Brugger Rd | DR Horton | North Bethany Commons | \$310,681 | 3/8/18 | \$85,844 Transfer to NB18-001A | \$140,472 | \$84,365 Transferred to NB18-001A |
| NB18-001A | Kaiser Rd & Brugger Rd | DR Horton | Bethany Abbey Meadows No.2 | Transferred from NB18-001 \$84,365 | 3/14/18 | \$84,365 | \$0 | Transferred from NB18-001 |
| NB18-002 | Brugger Rd | DR Horton | Orchards at Abbey Creek | \$304,491 | 12/13/18 | \$297,931 | \$6,561 | |
| NB18-003 | Brugger Rd | DR Horton | Vineyards at Abbey Creek | \$136,578 | 12/13/18 | \$134,048 | \$0 | \$2,530 Transferred to NB18- 003A |
| NB18-003A | Brugger Rd | DR Horton | North Bethany Commons | \$2,530 Transferred from NB18- 003 | 12/17/17 | | \$2,530 | |
| NB18-004 | Brugger Rd | DR Horton | Abbey Crest | \$132,561 | 12/13/18 | \$132,561 | \$0 | |
| NB18-005 | Brugger Rd | DR Horton | Abbey Ridge | \$19,680 | 12/13/18 | \$19,116 | \$0 | \$564 Transferred to NB 18- 005A |
| NB18-005A | Brugger Rd | DR Horton | North Bethany Commons | \$564 Transferred from NB18- 005 | 6/19/19 | | \$564 | |
| NB19-001 | Kaiser Rd | Beaverton School District | BSD Kaiser K5 Elementary | \$83,874 | 5/3/19 | \$83,874 | \$0 | |
| NB19-002 | Kaiser Rd | Polygon WLH | Bethany Creek Park | \$134,171 | 4/25/19 | \$134,171 | \$0 | \$134,171 |

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 20-21 | Credit Remaining 6/30/21 | Notes |
|------------------|---------------------------|----------------|-------------------------------|---|---------------|-------------------------------|--------------------------------|--|
| | | | | | | | | Transferred to NB19- 002A |
| NB19-002A | Kaiser Rd | Polygon WLH | Ridgeline 1, 2 and 3 | \$134,171 Transferred from NB19- 002 | 5/23/19 | \$134,171 | \$0 | |
| NB19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | \$623,801 | 6/3/19 | \$19,680 | \$604,121 | \$19,680 Transferred to NB19- 003A |
| NB19-003A | Shackelford Rd | Noyes | Highlands at North Bethany | \$19,680 Transferred from NB19- 003 | 6/10/16 | \$19,680 | \$0 | |
| NB 18-001 | Kaiser Rd & Brugger Rd | DR Horton | North Bethany Commons | \$171,573 | 3/8/18 | \$33,216 | \$138,357 | |
| NB 18-002 | Brugger Rd | DR Horton | Orchards at Abbey Creek | | 12/13/18 | \$6,560 | \$0 | \$6,560 Transferred to NB18- 002A |
| NB 18-002A | Brugger Rd | DR Horton | Orchards at Abbey Creek | \$6,560 Transferred from NB 18-002 | 9/26/19 | | \$6,560 | |
| NB 18-003A | Brugger Rd | DR Horton | North Bethany Commons | | | | \$2,530 | |
| NB 18-005A | Brugger Rd | DR Horton | North Bethany Commons | | | | \$564 | |
| NB 19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | | 6/3/19 | \$188,605 | \$415,516 | |
| NB 18-001 | Kaiser Rd & Brugger Rd | DR Horton | North Bethany Commons | | 3/8/18 | \$138,357 | \$0 | |
| NB 18-002A | Brugger Rd | DR Horton | Orchards at Abbey Creek | | 9/26/19 | \$6,560 | \$0 | |
| NB 18-003A | Brugger Rd | DR Horton | North Bethany Commons | | 6/17/19 | \$2,530 | \$0 | |
| NB 18-005A | Brugger Rd | DR Horton | North Bethany Commons | | 6/17/19 | \$564 | \$0 | |
| NB 19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | | 6/3/19 | \$188,341 | \$227,175 | |
| NB 19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | | 6/3/19 | \$219,924 | \$7,251 | \$219,924 Transferred to NB19- 003B |
| NB 19-003B | Shackelford Rd | Noyes | Finnley Woods | \$219,924 Transferred from NB19- 003 | 6/3/19 | \$123,267 | \$96,657 | |
| NB 21-001 | Kaiser Rd | Polygon | Ridgeline | \$227,959 | 8/31/21 | \$0 | \$227,959 | |
| NB 22-001 | Brugger Rd | Noyes | Finnley Woods | \$48,920 | 6/2/22 | \$0 | \$48,920 | |
| | -22 Total | | | \$276,879 | | \$130,518 | \$373,660 | · |
| i otal (FY 14-15 | through FY 21-22) | | | \$4,225,670 | | \$3,852,009 | \$373,660 | |

^{*} Credits from prior fiscal years are shown in gray.

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.

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. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 9. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by accounting. The revenue, interest and credits issued result in \$15,810,026 in total activity from the North Bethany Transportation System Development Charge through June 30, 2022.

Table 9: NBTSDC Total Activity (Revenue plus Credits Issued)

| Fiscal Year | NBTSDC Revenue | Interest Earned | Credits Issued | Total Activity |
|-------------|----------------|-----------------|----------------|----------------|
| FY 2014-15 | \$867,675 | | \$258,219 | \$1,125,894 |
| FY 2015-16 | \$1,987,137 | \$14,069 | \$679,976 | \$2,681,182 |
| FY 2016-17 | \$1,512,326 | \$9,811 | \$1,130,791 | \$2,652,928 |
| FY 2017-18 | \$2,598,573 | \$50,885 | \$444,649 | \$3,094,107 |
| FY 2018-19 | \$1,327,488 | \$166,764 | \$1,435,156 | \$2,929,408 |
| FY 2019-20 | \$341,213 | \$80,078 | \$0 | \$421,291 |
| FY 2020-21 | \$1,034,167 | \$17,106 | \$0 | \$1,051,273 |
| FY 2021-22 | \$1,565,706 | \$11,358 | \$276,879 | \$1,853,943 |
| Total | \$11,234,285 | \$350,071 | \$4,225,670 | \$15,810,026 |

North Bethany Funding Plan Revenue Source Summary

Table 10 summarizes the North Bethany Funding programs through June 30, 2022.

Table 10: Summary of North Bethany Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2022 ¹ |
|---|-----------------------------|--|
| Major Streets Transportation Improvement Program (MSTIP)* | \$10,000,000 | \$10,000,000 |
| Transportation Development Tax (TDT)** | \$21,778,574 | \$11,157,949 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 | \$4,123,327 |
| North Bethany Transportation System Development Charge (NBTSDC - includes credits issued) | \$22,466,756 | \$15,810,026 |
| Pre-Existing Trust & Agency | \$1,400,000 | \$1,400,000 |
| Total | \$69,000,000 | \$42,491,302 |

¹⁾ Includes revenue plus interest and credits

^{*} Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

^{**} Estimated from NBTSDC receipts plus credits

Review of North Bethany Development

Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved. Construction within these approved developments has begun and over 2,200 units have been issued permits or final approval prior to June 30, 2022.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction begins. This is due to the fact that some TDT (or NBTSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBTSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2022.

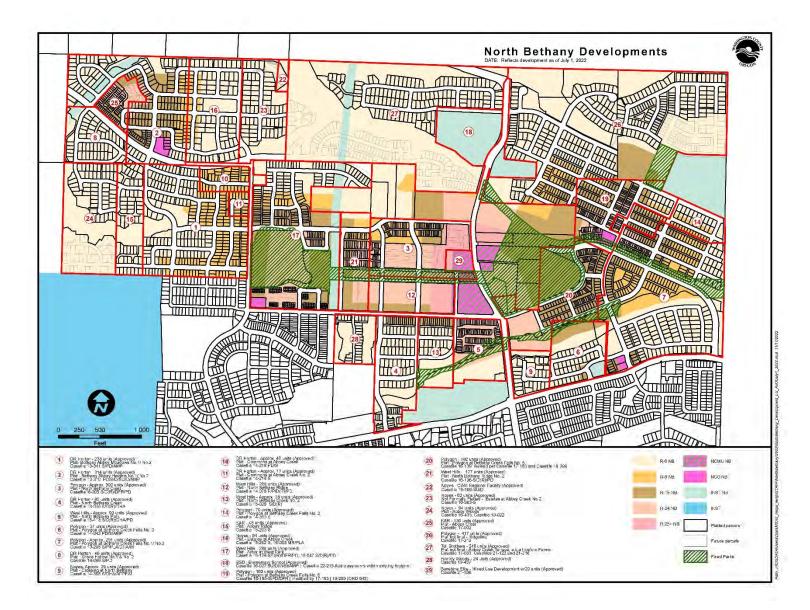


Figure 2: Development as of June 30, 2022

North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 11 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2022.

Table 11: Residential Development

| | Units Expected in | Units Approved, | Units Permitted or |
|------------------------|-------------------|-----------------|----------------------|
| Unit Type | Funding Plan | June 30, 2022 | Final, June 30, 2022 |
| Single Family Detached | 1,437 | 2,886* (97%) | 1,437 (100%) |
| Single Family Attached | 1,534 | 2,000 (3170) | 471 (31%) |
| Multifamily | 1,218 | 810** (67%) | 547 (45%) |
| Total | 4,189 | 3,696 (88%) | 2,455 (59%) |

^{*}Single Family residential approvals are not distinguished between attached and detached structures

Approximately 88% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 91% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While less than 10% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved, although the mix of housing includes more single family and less attached and multifamily housing than originally anticipated. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2022, several capital projects had been completed and credits had been issued for parts of several other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 12 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2022 and Figure 3 shows the same roadway improvements in a map form.

Table 12: North Bethany Road Project Analysis

| | | i able 12: North Be | citally Road I | Toject Analys | 13 | 0 - 1'1 |
|---------|-----------------------|-----------------------------|----------------|---------------|--------------|----------------|
| | | | | | | Credit |
| | | | | | | Vouchers |
| | | | | | | Issued/ |
| Project | | | Total Cost | Percent | | Other |
| Number | Road | Extent | Estimate | Complete* | Investment** | Funding |
| | | | | | | TDT15-05 |
| | | | | | | TDT15-06 |
| | | | | | | NB15-001 |
| 1 | Shackelford Rd | West Boundary | \$9,300,000 | 16% | \$1,490,540 | NB15-002 |
| _ | Shackehora Na | to Joss | 75,500,000 | 10/0 | 71,430,340 | NB-007 |
| | | | | | | NB16-004 |
| | | | | | | NB16-009 |
| | | | | | | NB17-001 |
| | | | | | | NB19-003 |
| 2 | Shackelford Rd | Joss to Kaiser | \$8,800,000 | 4% | \$359,757 | TDT19-07 |
| | | _ | | | | TDT19-08 |
| | | | | | | TDT |
| 3 | Springville Rd | 185 th to Joss | \$11,100,000 | 107% | \$11,861,178 | MSTIP 3d-HG |
| | Springvine na | 105 (03033 | 711,100,000 | 10770 | 711,001,170 | NB Co Svc Dist |
| | | | | | | URMD |
| | | | | | | TDT14-04 |
| 4 | Springville Rd | Joss to Kaiser | \$3,600,000 | 25% | \$886,686 | URMD Safety |
| | | - | - | - | | NB Co Svc Dist |
| 5 | Springville Rd | Kaiser to | \$0 | | | |
| | | Countyline | | | | NB16-006 |
| | | | | | | NB18-001 |
| | | | | | | NB19-001 |
| | | | | | | NB19-002 |
| | | | | | | NB21-001 |
| 6 | Kaiser Rd | Shackelford to | \$7,800,000 | 30% | \$2,343,017 | TDT18-03 |
| Ŭ | Raiser Ra | Springville | 77,000,000 | 3070 | 72,545,017 | TDT19-02 |
| | | | | | | TDT19-05 |
| | | | | | | TDT19-07 |
| | | | | | | TDT21-06 |
| | | | | | | TDT22-01 |
| _ | 405.1 | Springville to | 44 502 222 | 4657 | A4 702 222 | TDT |
| 7 | 185th Ave | West Union | \$4,500,000 | 40% | \$1,792,652 | MSTIP 3d-HG |
| 8 | Shackelford | Kaiser to | \$0 | NI / A | \$185,193*** | |
| , o | SHACKEHOTO | Countyline | ŞU | N/A | \$102,132 | NB16-003 |
| 9 | Shackelford Rd | ½ Bridge over Rock Creek | \$7,300,000 | | | |
| 40 | 185 th and | | 4000 000 | 4000/ | 4000.000 | MSTIP 3d-HG |
| 10 | Springville | Realignment | \$900,000 | 100% | \$900,000 | TDT |
| 11 | Kaiser Rd | Springville to Bethany | \$6,100,000 | | | |
| | | • | | | | NB14-02 |
| 12 | Daving D -l | lasaka Wataa | ¢2 200 000 | 240/ | ¢672.050 | NB16-008 |
| 12 | Brugger Rd | Joss to Kaiser | \$3,200,000 | 21% | \$673,950 | NB18-001 |
| | | | | | | NB18-002 |
| | | | | | | |

| Project Number | Road | Extent | Total Cost Estimate | Percent Complete* | Investment** | Credit Vouchers Issued/ Other Funding NB18-003 NB18-004 |
|-------------------|--------------------------------|----------------|---|----------------------|---|---|
| | | | | | | NB18-005 |
| | | | | | | NB22-001 |
| | | | | | | TDT18-06 |
| | | | | | | TDT22-05 |
| | | | | | | NB15-003 NB16-001 NB16-002 |
| 13 | Joss Rd | Shackelford to | \$4,100,000 | 11% | \$461,604 | NB18-002 |
| | | Arbor | , | | , | NB18-003 |
| | | | | | | NB18-004 |
| | | | | | | NB18-005 |
| 14 | P15 / Oats / 160 th | Springville to | \$2,300,000 | 100% | \$2,480,397 | NB14-01 |
| 14 | F13 / Oals / 100 | Brugger | 72,300,000 | 100% | 72,400,337 | MSTIP (Loan) |
| | | Total | \$69,000,000 | 34% | \$23,434,974 | |

^{*} As of June 30, 2022. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

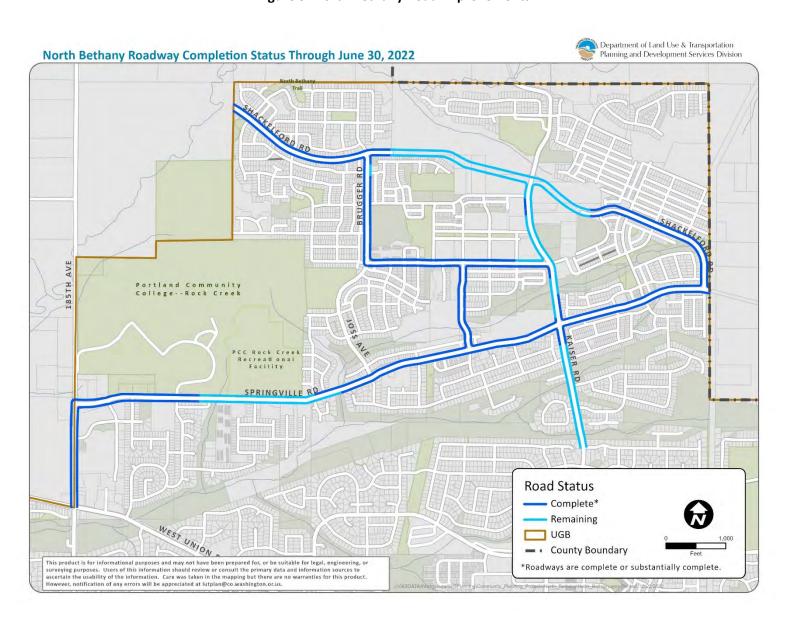


Figure 3: North Bethany Road Improvements

North Bethany Project Costs

Washington County engineering staff has been diligently working with the development community to coordinate and implement funded projects. North Bethany transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2022. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, development timing was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2022 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It seems likely that it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2022-23.

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2022-23.

Appendix D: Bonny Slope West Transportation System Development Charge Annual Report - Fiscal Year 2021-2022

Introduction

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure necessary to serve the Bonny Slope West Subarea.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2021-2022. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the Bonny Slope West Transportation System Development Charge activity during Fiscal Year 2021-22.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2021-2022 SUMMARY

| | FY 2021 -2022 |
|---------------------------|---------------|
| Starting Balance 7/1/2021 | \$4,352,322 |
| Revenue | \$338,430 |
| Transfer from TDT fund | \$0 |
| Investment Earnings | \$4,494 |
| Expenditures | \$9,831 |
| Ending Balance 6/30/2022 | \$4,685,415 |

No credits have been issued and no projects have been completed prior to June 30, 2022.



Washington County

Department of Land Use & Transportation • Planning and Development Services

155 N. First Avenue, Suite 350-14, Hillsboro, OR 97214-3072 phone: (503) 846-3519 ◆ fax: (503) 846-4412

Bonny Slope West Transportation System Development (BSWTSDC) Charge Summary

Total BSWTSDC revenue activity is summarized in Table 1. It includes revenue from the charge, interest earned and credits issued. The revenue, interest and credits issued result in **\$4,056,752** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2022.

Table 1: BSWTSDC Total Activity (Revenue plus Credits Issued)

| Fiscal Year | BSWTSDC Revenue | Interest Earned | Transfers (from TDT) | Credits Issued | Total Activity |
|-------------|--------------------|--------------------|-------------------------|----------------|----------------|
| FY 2017-18 | \$531,156 | \$2,847 | \$0 | \$0 | \$534,003 |
| FY 2018-19 | \$387,023 | \$20,209 | \$0 | \$0 | \$407,232 |
| FY 2019-20 | \$672,091 | \$19,020 | \$0 | \$381,848 | \$691,112 |
| FY 2020-21 | \$884,040 | \$28,678 | \$1,798,703 | \$374,252 | \$2,711,421 |
| FY 2021-22 | \$338,430 | \$4,494 | \$0 | \$412,664 | \$755,588 |
| Total | \$2,812,740 | \$75,248 | \$1,798,703 | \$1,168,764 | \$5,855,455 |

Total BSWTSDC expenditure activity is summarized in Table 2. It includes expenditures for administration and other costs (e.g. credit card charges, mailing). The expenditures result in **\$87,887** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2022.

Table 2: BSWTSDC Expenditures

| Fiscal Year | Administration | Other | Total Activity |
|-------------|----------------|----------|----------------|
| FY 2017-18 | \$4,291 | \$11,497 | \$15,788 |
| FY 2018-19 | \$1,416 | \$4,277 | \$5,693 |
| FY 2019-20 | \$10,425 | \$2,797 | \$13,222 |
| FY 2020-21 | \$3,324 | \$40,029 | \$43,353 |
| FY 2021-22 | \$9,831 | \$0 | \$9,831 |
| Total | \$29,287 | \$58,600 | \$87,887 |

Bonny Slope West Funding Plan Revenue Source Summary

Table 3 summarizes the Bonny Slope West Funding programs through June 30, 2022.

Table 3: Summary of Bonny Slope West Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2022 ¹ |
|---|-----------------------------|--|
| Transportation Development Tax (TDT)* | \$3,649,500 | \$1,798,703 |
| Bonny Slope West Transportation System Development Charge (BSWTSDC - includes credits issued) | \$4,635,000 | \$4,056,752 |
| Major Streets Transportation Improvement Program (MSTIP)** | \$2,665,500 | \$0 |
| Total | \$10,950,000 | \$5,855,455 |

Includes revenue plus interest and credits

^{*} Estimated from BSWTSDC receipts plus credits

^{**} Assumes the MSTIP allocation committed to the Bonny Slope West Funding Plan

Review of Bonny Slope West Development

Prior to FY 17-18, no development had occurred in the Bonny Slope West Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and 420 residential units (single-family) have been approved. Construction within these approved developments has begun and 355 units were issued permits or final approval prior to June 30, 2022.

While a significant portion of the overall residential development has been approved, contribution/payment toward the three funding programs included in the Bonny Slope West Funding Plan may not necessarily occur until development construction. This is due to the fact that TDT (or BSWTSDC) fees are generally paid at time of building permit and in some cases can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and BSWTSDC) at time of final building permit (or deferred to occupancy in some cases)

Figure 1, displays the land use approval status as of June 30, 2022.

Bonny Slope West Development Analysis

As shown in Figure 1, considerable development has been approved. However, some of it is not yet constructed or has yet to contribute toward the Bonny Slope West Funding Plan. Table 4 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2022.

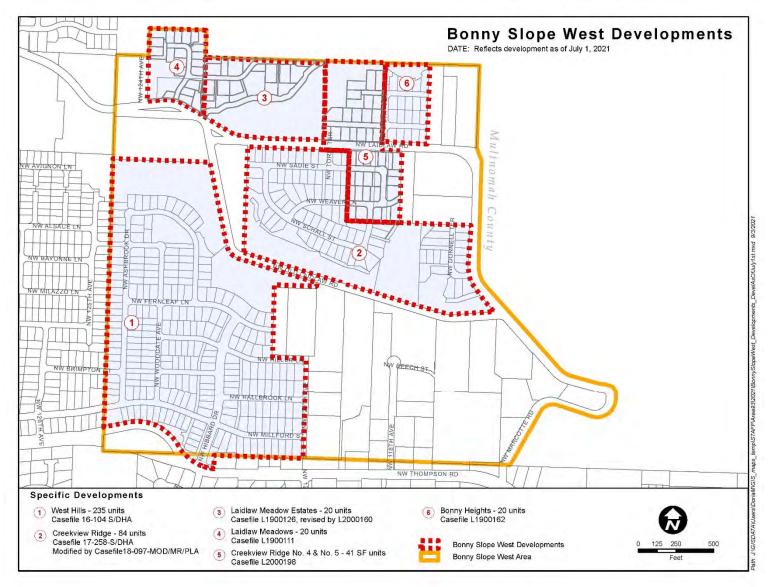
Table 4: Residential Development

| | Units Expected in | Units Approved, | Units Permitted or |
|------------------------|-------------------|-----------------|----------------------|
| Unit Type | Funding Plan | June 30, 2022 | Final, June 30, 2022 |
| Single Family Detached | 600 | 420 (70%) | 355 (59%) |

Approximately 70% of the development expected in the Bonny Slope West Funding Plan has been approved. The development approvals also cover approximately 67% of the total Bonny Slope West Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 33% of the land area remains developable, much of the remaining developable area includes smaller parcels and lands that may have environmental or other restrictions.

Given the remaining land area available, it is expected that the units in the Bonny Slope West Plan can be reasonably achieved. It is the recommendation of this report to continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope Funding Plan.

Figure 1: Development as of June 30, 2022



Bonny Slope West Road Project Analysis

As of June 30, 2022, one credit had been issued for a portion of the Thompson Road identified project and several credits had been issued for a portion of the Laidlaw Road project. Table 5 shows the Bonny Slope West Road projects investment through June 30, 2022.

| Project Number | Road | Extent | Total Eligible Cost *** | Percent Complete* | Investment** | Credit Vouchers Issued/Other Funding |
|-------------------|-------------|--|-------------------------------|----------------------|--------------|---|
| 1 | Thompson Rd | Saltzman Rd to Marcotte Rd | \$4,000,000 | 4% | \$142,870 | TDT 20-03 URMD Safety |
| 2 | Laidlaw Rd | Saltzman Rd to Marcotte Rd | \$5,400,000 | 19% | \$1,025,894 | TDT 19-03 TDT 20-06 TDT 21-05 TDT 22-02 TDT 22-03 BSWTSDC 22-01 BSWTSDC 22-02 |
| 3 | Marcotte Rd | Laidlaw Rd to Thompson Rd (ROW only) | \$350,000 | 0% | \$0 | |
| 4 | Saltzman Rd | Laidlaw Rd to Thompson Rd | \$1,200,000 | 27% | \$324,802 | MSTIP 3e |
| | | Total | \$10,950,000 | 14% | \$1,493,566 | |

Table 5: Bonny Slope West Road Project Analysis

Bonny Slope West Project Costs

Bonny Slope West Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2022. It is the recommendation of this report to continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Project costs for Bonny Slope West roads should continue to be independently monitored. If the project costs increase faster in Bonny Slope West than the countywide TDT index, adjustments could be considered.

^{*} As of June 30, 2022. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} Reflects total eligible project cost per Bonny Slope West ordinance project list. Overall project cost may be higher.

Conclusions and Recommendations

The Bonny Slope West Funding Plan assumed that development would occur in Bonny Slope West in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The Bonny Slope West Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2022 that is not included in this report. The ongoing rapid development of the Bonny Slope West Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the Bonny Slope West Funding Plan for Fiscal Year 2022-23.

This report provides three recommendations:

- 1. Continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope West Funding Plan.
- 2. Continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for Bonny Slope West roads, if the project costs increase faster in Bonny Slope West than the countywide TDT index, consider adjustments.
- 3. Update this review of the Bonny Slope West Funding Plan in Fiscal Year 2022-23.



Transportation Development Tax

Fiscal Year 2020-2021 Annual Report

July 1, 2020 through June 30, 2021

Washington County Department of Land Use & Transportation

December 2021

Board of County Commissioners

Kathryn Harrington, Chair Nafisa Fai • Pam Treece • Roy Rogers • Jerry Willey

Department of Land Use & Transportation

Stephen Roberts, Director
Andy Back, Manager, Planning and Development Services
Joe Younkins, Capital Projects Services Division Manager
Stacy Shetler, County Engineer
Erin Wardell, Principal Planner

Project Staff

Julie Sosnovske, Senior Transportation Planner
Steve Kelley, Senior Planner
Juli Mills, Senior Management Analyst
Marlene de Villa, Senior Accounting Assistant
Cindy Downey, Management Analyst II
Joseph Hayes, GIS Analyst
Doria Mateja-Stellmacher, GIS Technician III
Sheila Giambrone, Senior Administrative Manager
VJ Prasad, Senior Information Systems Analyst

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2020-2021 ANNUAL REPORT

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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 charge 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 No. 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) 2020-21 (July 1, 2020 through June 30, 2021) include the following:

- Washington County and the cities collected \$19.2 million in TDT cash proceeds, about four percent higher than the previous fiscal year (\$18.5 million), showing general overall growth since TDT was adopted in 2009.
- The county and cities issued **TDT credits with a total value of \$26.2 million**, which is about 11 percent higher than the value of credits issued in FY 2019-20 (\$23.5 million).
- County and city TDT accounts collectively generated over \$1.5 million in interest and investment income.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as "total TDT activity," was approximately \$47 million, an increase (about five percent) from the previous fiscal year (\$44.7 million).
- The cities and unincorporated Washington County collectively invested about \$15.3 million in TDT funds for transportation capital projects. Hillsboro invested the most TDT funds, totaling over \$6.8 million for improvements. Countywide, more than \$56 million in other revenue (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$4.8 million. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions and departments) administering the TDT.
- TDT accounts across the county had a total balance of over \$127 million on June 30, 2021.

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 charge, known as the Traffic Impact Fee (TIF), passed 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. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have each signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge 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 Project List ("TDT Project List") maintained by the county, are generally 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 pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 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 No. 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 No. 793.

In FY 2020-2021 several developments used the change-in-use discount, including four in Beaverton, one in Hillsboro, three in Tigard and four in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2020-21 was \$402,148.

A-Engrossed Ordinance No. 793

A-Engrossed Ordinance No. 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- 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 No. 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.

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.

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, the ODOT index was replaced with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remained the same.

In 2018, the Index was adjusted again to account for FHWA updated NHCCI methodology and revised prior calculations based on the new procedures. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, this new index was incorporated into the rate adopted by the Board of Commissioners on April 13, 2019. The rate was adjusted using the new index and adopted by the Board of Commissioners on April 20, 2021.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index 2.0

| YEAR | 2015 | 2016 | 2017* | 2018 | 2019 | 2020 |
|---------------------------------------|-----------|------------|-----------|-----------|-----------|-----------|
| Index Components | | | | | | |
| Materials Component | | | | | | |
| National Highway CCI 2.0* | 1.6984 | 1.6616 | 1.6752 | 1.7338 | 1.9088 | 1.9542 |
| % Annual Change | 1.00% | -2.17% | 0.82% | 3.50% | 10.09% | 2.38% |
| Avg. 5-Year Change | 3.39% | 1.97% | 0.92% | 1.48% | 2.65% | 2.92% |
| Labor Component | | | | | | |
| BLS Employment Cost Index | 123.4 | 124.9 | 128.3 | 132.4 | 137 | 140.3 |
| % Annual Change | 2.24% | 1.22% | 2.72% | 3.20% | 3.47% | 2.41% |
| Avg. 5-Year Change | 1.67% | 1.42% | 1.76% | 2.23% | 2.57% | 2.60% |
| Right-of-Way Component | | | | | | |
| Avg. Total Real Market Value | \$481,670 | \$ 530,246 | \$581,558 | \$597,302 | \$614,277 | \$701,507 |
| % Annual Change | 6.32% | 10.08% | 9.68% | 2.71% | 2.84% | 14.20% |
| Avg. 5-Year Change | 4.42% | 7.31% | 9.75% | 7.98% | 6.33% | 7.90% |
| 5-year rolling average weighted index | 2.028% | 2.875% | 2.939% | 3.005% | 3.360% | 3.824% |

<---->

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2021) was \$9,623, up from the \$9,269 charged between October 1, 2020 and June 30, 2021.

III. COUNTYWIDE FINANCIAL ANALYSIS

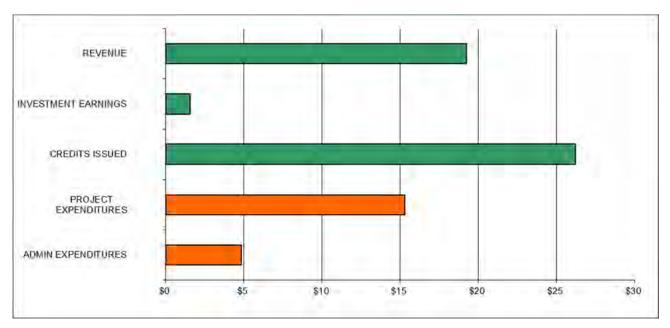
Countywide Total TDT Activity and Balance

In FY 2020-21, the county and cities collected \$19,241,351 in TDT revenue. This represents a four percent increase compared to the previous fiscal year, following overall development activity in Washington County and continuing the expected growth since the program started in 2009. County and city TDT accounts earned interest amounting to \$1,544,950. Jurisdictions issued 30 different credits totaling \$26,195,710 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$47,031,408 countywide in FY 2020-21.

Expenditures on capital projects (which may include design), totaled \$15.3 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about \$4.8 million. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2021 were added together for all jurisdictions across the county, the total "account balance" would be over \$127 million. 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 as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2020-21.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2020-21 (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 2020-21 should have been around \$41 million. Actual activity was about \$47 million, somewhat higher than that expectation. Total TDT activity in FY 2020-21 was up slightly (by about five percent) compared to FY 2019-20, showing continued overall growth since the program started in 2009.

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 graph. During the 2020-21 fiscal year, the total TDT activity is consistent with expected TDT activity anticipated in 2008.

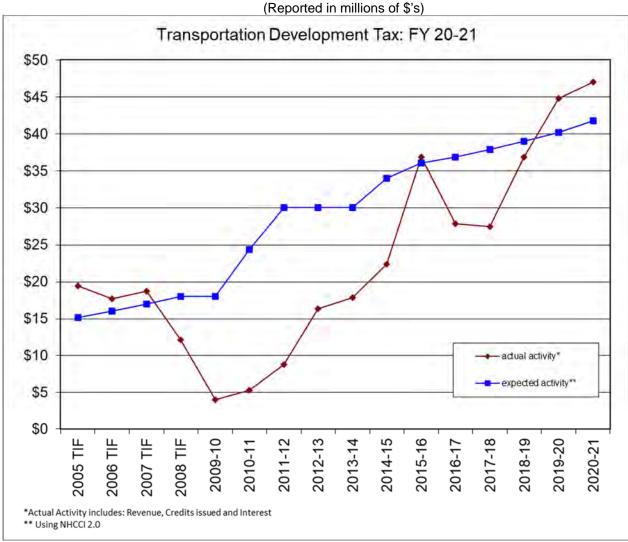
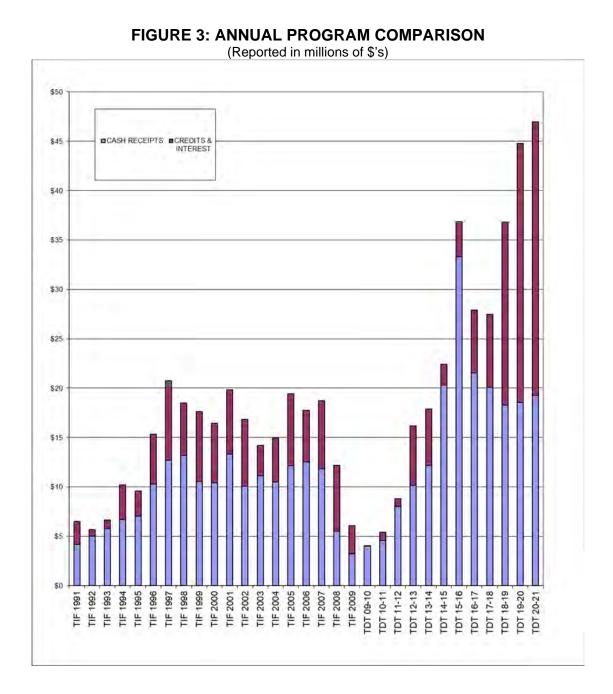


FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2020-21 with that of previous years, including TIF activity for calendar years prior to 2010. Prior to this year, FY 2019-20 had generated the most revenue and total activity since the TIF program went countywide in 1990. FY 2015-16 remains the year that has generated the most revenue. However, FY 2020-21 generated more total activity towards improvements of the transportation network due to credits issued. FY 2020-21 was the highest total activity year thus far, exceeding the record set in FY 2019-20.



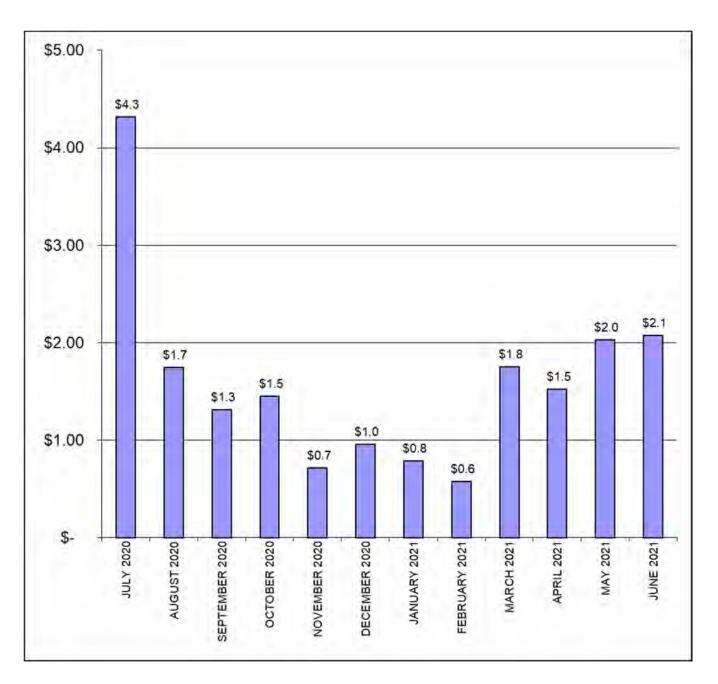
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TDT Payments by Month

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 2020-21, revenue ranged from about \$600,000 in February, 2021, to about \$4.3 million in July, 2020. Covid-19 potentially kept TDT revenues lower than normal throughout the year.

FIGURE 4: TDT CASH RECEIPTS BY MONTH - FY 2020-21

(Reported in millions of \$'s)



Interest Earned

During FY 2020-21, the countywide TDT program collected \$1,594,348 in interest and investment earnings. 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.

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 2020-21, a total of 30 separate TDT credits were issued: 10 in Hillsboro, none in Tigard, five in Beaverton, two in Sherwood, three in Cornelius, and 10 in unincorporated Washington County. The 30 credits represent \$26.2 million in eligible improvements to the transportation system. Developers used about \$15.9 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 2020-21 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 2020-21, in order, were unincorporated Washington County (\$8.1 million, 42 percent of total), Hillsboro (\$2.6 million, 13 percent of total), Cornelius (\$2.5 million, 13 percent of total), Beaverton (\$1.9 million, 10 percent of total), Tigard (\$1.9 million, 10 percent of total), Forest Grove (\$1.1 million, six percent of total), Tualatin (\$0.7 million, four percent of total) and Sherwood (\$0.3 million, two percent of total). If credits and interest are included, Hillsboro had the most activity with \$11.7 million; followed by Sherwood with \$11.2 million, unincorporated Washington County with \$9.8 million, and Beaverton with \$6.4 million in total TDT activity.

In terms of expenditures, unincorporated Washington County had the highest amount, with \$8.5 million for capital projects and administrative expenses; this was followed by Hillsboro, with \$7.0 million in expenditures, Sherwood with \$1.5 million, and North Plains with \$1.3 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2021 was highest in Washington County (\$44.7 million), followed by the City of Hillsboro (\$16.2 million), Beaverton (\$15.5 million) and Tigard \$14.9 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2020-21 (Rounded to nearest dollar)

| Jurisdiction | Balance as of 7/1/20 | Cash Receipts | Interest Earnings & Transfers | Credits Issued* | "Total Activity" | Project & Admin Expenses | Balance as of 6/30/21 |
|-------------------|----------------------|------------------|----------------------------------|--------------------|---------------------|-----------------------------|-----------------------|
| Banks | \$ 382,101 | \$ - | \$ 2,978 | \$ - | \$ 2,978 | \$ - | \$ 385,079 |
| Beaverton | \$ 13,769,243 | \$ 1,917,835 | \$ 119,541 | \$ 4,330,013 | \$ 6,367,389 | \$ 316,109 | \$ 15,490,510 |
| Cornelius | \$ 1,864,298 | \$ 2,512,936 | \$ 21,924 | \$ 716,999 | \$ 3,251,859 | \$ 93,660 | \$ 4,305,498 |
| Durham | \$ 17,066 | \$ - | \$ 130 | \$ - | \$ 130 | \$ 600 | \$ 16,597 |
| Forest Grove | \$ 11,936,545 | \$ 1,052,103 | \$ 146,838 | \$ - | \$ 1,198,941 | \$ - | \$ 13,135,486 |
| Gaston | \$ 63,298 | \$ 9,269 | \$ 489 | \$ - | \$ 9,758 | \$ - | \$ 73,056 |
| Hillsboro | \$ 20,404,879 | \$ 2,550,640 | \$ 220,462 | \$ 8,932,351 | \$ 11,703,453 | \$ 6,951,031 | \$ 16,224,951 |
| King City | \$ 505,208 | \$ - | \$ 3,814 | \$ - | \$ 3,814 | \$ 3,000 | \$ 506,022 |
| North Plains | \$ 4,101,315 | \$ 137,558 | \$ 27,935 | \$ - | \$ 165,493 | \$ 1,348,235 | \$ 2,918,573 |
| Sherwood | \$ 5,113,154 | \$ 345,202 | \$ 37,892 | \$ 11,247,368 | \$ 11,630,461 | \$ 1,534,816 | \$ 3,961,432 |
| Tigard | \$ 13,727,360 | \$ 1,899,523 | \$ 116,328 | \$ - | \$ 2,015,852 | \$ 870,023 | \$ 14,873,189 |
| Tualatin | \$ 9,835,649 | \$ 704,071 | \$ 143,898 | \$ - | \$ 847,969 | \$ 441,633 | \$ 10,241,985 |
| Washington County | \$ 44,399,091 | \$ 8,112,213 | \$ 748,894 | \$ 968,980 | \$ 9,830,086 | \$ 8,547,300 | \$ 44,712,898 |
| Wilsonville | \$ 350,616 | \$ - | \$ 3,225 | \$ - | \$ 3,225 | \$ - | \$ 353,841 |
| Countywide Total | \$ 126,469,824 | \$ 19,241,351 | \$ 1,594,348 | \$ 26,195,710 | \$ 47,031,408 | \$ 20,106,406 | \$ 127,199,116 |

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2020-21

(Does not include credits, interest earnings or fund transfers)

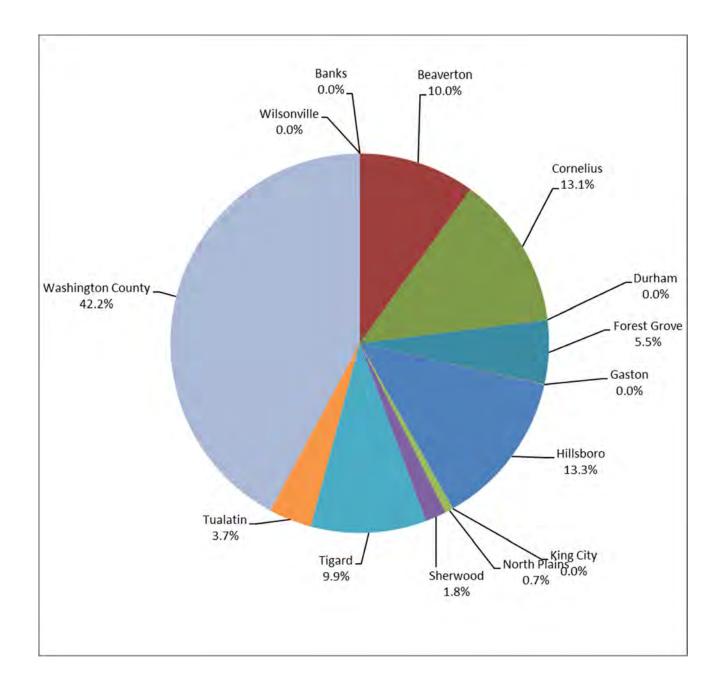
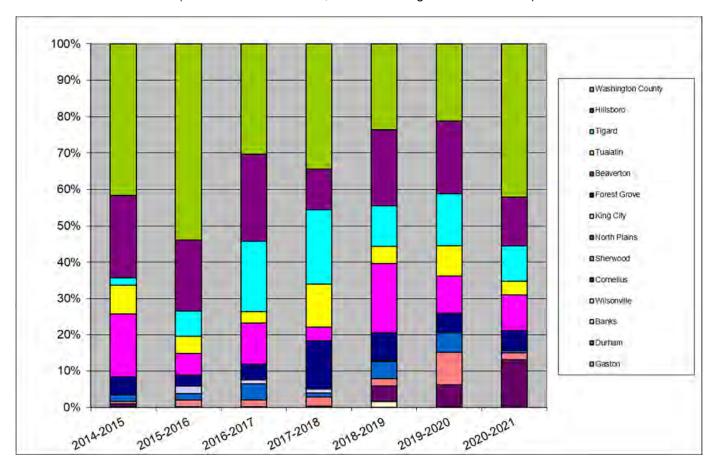


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2014-15 through FY 2020-21

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2020-21, eight cities and Washington County invested a combined total of about \$15.3 million in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2020-21 expenditures.

- The City of Hillsboro invested about \$6.8 million for four projects, including an improvement/extension of Century Boulevard, widening on NE 28th Avenue, a Jackson School Road bike/ped project and Hidden Creek between 49th and 53rd Avenues.
- Washington County used about \$4.1 million for intersection improvements at Cedar Hills Boulevard/US 26 and 185th Avenue/Springville Road, improvements to Jenkins Road, 158th Avenue, Springville Road, SW 209th and Johnson Streets and preliminary design for projects on Basalt Creek Parkway and Grabhorn Road.
- The City of Beaverton used about \$84,000 for the Hocken Avenue Railroad Canyon Street improvement, Cedar Hills/Westgate – Dawson intersection and a Western Avenue road diet, including ped/bike facilities.
- The City of Sherwood used about \$1.5 million for improvements to OR 99W/Sunset Boulevard, Kruger-Elwert intersection improvements, Tualatin-Sherwood Road widening, the Cedar Creek Trail and Oregon Street improvements.
- The City of Tigard used about \$850,000 toward several projects, including contributions toward signal coordination on Upper Boones Ferry Road, Roy Rogers Road improvements, 121st Ave ped/bike, and Tiedeman sidewalks between Fanno Creek and Greenburg.
- The City of Cornelius used about \$94,000 toward their S. 29th Blvd. project.
- The City of North Plains used about \$1.3 million toward a pedestrian path along West Union Road.
- The City of Tualatin used about \$440,000 toward their Garden Corner Curves and Tualatin-Sherwood Road improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2020-21, jurisdictions invested over \$56 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- Roadway Improvements: Walker Road, Cornelius Pass Road, 158th Avenue, 198th Avenue, Roy Rogers Road, Jackson School Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, West Union Road, Springville Road, SW 121st Avenue, Tualatin-Sherwood Road, Thompson Road, Saltzman Road, Millikan Way
- Roadway Extensions: Hidden Creek Drive, Basalt Creek Parkway, Century Boulevard, 124th Avenue

- Intersection Improvements: 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, OR 47/Maple/Fern Hill, 25th Avenue/Cornell Road, Martin/Hwy 47/Verboort, Gales Creek/Thatcher Road, Farmington Road/River Road, Cornelius Pass Road/Germantown Road
- Bicycle/Pedestrian Projects: Jackson School Road, Cedar Creek Trail
- Bridge/Culvert Replacements: 227th Avenue over Rock Creek, Butner Road, Beef Bend Road, Cornelius Pass Road/Rock Creek Bridge, Cornelius Pass Road/Butternut Creek Bridge
- ADA Ramps: Countywide
- Technology/Other: Cornelius Pass Road, Countywide Smart Mobility Network

Additional Improvement Value Contributed by Development:

Starting in fiscal year 2017-18 some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2020-21 fiscal year, three cities (Beaverton, Hillsboro and Tigard) reported additional improvement value contributed by development to be almost \$6.5 million.

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 2020-21. In total, \$383.3 million has been invested in eligible road projects on the TDT Project List since 2009, including \$62 million in TDT funds and \$321 million in other funds. In addition, \$3.1 million has been invested in eligible transit projects, including \$2.1 million in TDT funds and just over \$1 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 would remain unfunded. As of the end of FY 2020-21, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 21 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in the past several years, 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 about \$3.4 billion in road projects and about \$523 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 \$1,796 per motor vehicle trip and \$312 per

transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 22% of the eligible motor vehicle costs and 14% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to 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 | \$2,994,408,895 | 1,666,558 | \$1,797 | \$391 | 21.8% |
| Transit Cost | \$519,851,087 | 1,666,558 | \$312 | \$45 | 14.4% |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | \$3 | 95.5% |
| Total | \$3,519,493,981 | | \$2,112 | \$439 | N/A |

The 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.

| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | e Capacity mount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | | 2009- esent | Other Fur 2009-Pre | | other | TDT and funding |
|---------------|------------------------|--------------------------------------|--|-----------------------------------|--|-----------------------------|--|---------------------------------------|--|----------|-------------------------|-----------------|-----------------------------|---|--------------|------------------------|--------|----------------|-----------------------|-----------|----------|-----------------|
| | Beaverton | 114th/115th | MAX Light Rail | Beaverton- Hillsdale/ Griffith | Construct 2-lane multimodal | \$ 11,040,00 | | | | | 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton Beaverton | 120th 125th | Center Brockman | Canyon Hall | Construct 2-lane multimodal Extend 2-lane multimodal | \$ 9,825,60 \$ 15,345,60 | | | | \$ | 9,825,600 15,345,600 | 100% 100% | \$9,825,600 \$15,345,600 | 2014-2024 2014-2024 | | | \$ | | \$ 143 | ,127 | \$ | 143.127 |
| | Beaverton | Allen | Hwy 217 | Western | Add turn lanes, signals, bike/ped | \$ 6,955,20 | | | | \$ | 6,955,200 | 100% | \$6,955,200 | 2014-2024 | | | \$ | - | | ,351 | | 677,351 |
| 2004 | Beaverton | Allen | Murray | Hwy 217 | Add turn lanes, bike lanes, | \$ 45,926,40 | 0 100% | | | \$ | 45,926,400 | 100% | \$45,926,400 | 2014-2024 | | | \$ | _ | \$ | _ | s | |
| | Beaverton | Allen: Murray to Farmington to no | Scholls Ferry; Ce orth of Walker; Ha Hills; Farmington: \$ | dar Hills: all: SB OR 217 | sidewalks & signalize Adaptive signal systems | \$ 11,040,00 | | | | | 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2006 | Beaverton | Baltic | US26 WB | Barnes | Add NB aux lane; Add SB aux lane | \$ 570,00 | 0 100% | | | \$ | 570,000 | 100% | \$570,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2007 | Beaverton | Barnes | 117th | Baltic | Bus pullouts, shelters, and transit amenities | \$ 700,00 | 0 100% | | | \$ | 700,000 | 100% | \$700,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2008 | Beaverton | Barnes | 116th | | Construct traffic signal; Construct 2nd WB left turn lane | \$ 500,00 | 0 100% | | | \$ | 500,000 | 77% | \$384,058 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2009 | Beaverton | Barnes | Cedar Hills | | Add 2nd EB to SB right turn lane | \$ 450,00 | 0 100% | | | \$ | 450,000 | 100% | \$450,000 | 2014-2024 | | | \$ | - | \$ | | \$ | - |
| 2010 | Beaverton | Barnes | Cedar Hills | Valeria | Add WB aux lane; modify signals | \$ 1,250,00 | 0 100% | | | \$ | 1,250,000 | 100% | \$1,250,000 | 2014-2024 | | <u> </u> | \$ | - | \$ | - | \$ | - |
| 2011 | Beaverton | Barnes | Station North/Holly | | Construct signal and interconnect; Add WB right turn lane | \$ 600,00 | 0 100% | | | \$ | 600,000 | 100% | \$600,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2012 | Beaverton | Barnes | Station North/Holly | Lois | Add EB and WB aux lanes; Modify traffic signal and interconnect | \$ 1,900,00 | 0 100% | | | \$ | 1,900,000 | 100% | \$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 | \$ 600,00 | 0 100% | | | \$ | 600,000 | 100% | \$600,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | 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 | \$ 2,100,00 | | | | \$ | 2,100,000 | 100% | \$2,100,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2015 | Beaverton | Barnes | OR 217 | Leahy | Interconnect traffic signals | \$ 200,00 | 0 100% | | | \$ | 200,000 | 88% | \$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 | \$ 2,700,00 | 0 100% | | | \$ | 2,700,000 | 100% | \$2,700,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2017 | Beaverton | Barnes | Baltic | Monterey PI | Add WB aux lane; Modify traffic signals | \$ 600,00 | 0 100% | | | \$ | 600,000 | 100% | \$600,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2018 | Beaverton | Barnes | Monterey | | Add EB left turn lane; Modify traffic signal | \$ 500,00 | 0 100% | | | \$ | 500,000 | 88% | \$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 | \$ 2,500,00 | 0 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2020 | Beaverton | Beaverton- Hillsdale | Western | | Turn lanes, signal improvements | \$ 2,064,48 | 0 100% | | | \$ | 2,064,480 | 100% | \$2,064,480 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2021 | Beaverton | Butner | Cedar Hills | | Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals | \$ 1,430,00 | | | | \$ | 1,430,000 | 100% | \$1,430,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | Canyon | 170th | OR 217 | Access management | \$ 1,000,00 | | | | \$ | 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ | - | \$ | | \$ | - |
| | Beaverton | Canyon | Cedar Hills 300' north of | <u> </u> | Turn lanes, signal improvements Add NB and SB aux lanes, extend | \$ 6,922,08 | | - | | \$ | 6,922,080 | 100% | \$6,922,080 | 2025-2039 | 1 | | \$ | - | \$ | _ | \$ | |
| 2024 | Beaverton Beaverton | Cedar Hills Cedar Hills | Celeste Barnes | Barnes US 26 WB | 300' north of Celeste Add SB multi-use bike/ped facility | \$ 2,330,00 \$ 250,00 | | | | \$ \$ | 2,330,000 | 100% | \$2,330,000 \$250,000 | 2014-2024 | | | \$ | - | \$ | _ | \$ \$ | - |
| | Beaverton | Cedar Hills | US 26 WB | 03 20 WB | Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals | \$ 250,00 | | | | \$ | 1,000,000 | | \$250,000 | 2014-2024 | | | \$ | | \$ | \exists | \$ | - |
| 2027 | Beaverton | Cedar Hills | US 26 WB | US 26 EB | Construct sidewalks and bike lanes | \$ 670,00 | 0 100% | | | s | 670,000 | 100% | \$670,000 | 2014-2024 | \$ 23,419 | | \$ 2.5 | 503,285 | \$ | - 1 | \$ 2 | ,503,285 |
| | 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 | \$ 1,770,00 | | | | \$ | 1,770,000 | 100% | \$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 | \$ 448,00 | 0 100% | | | \$ | 448,000 | 100% | \$448,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |

| | • | | | | | | | | | | | | | | | | | | |
|---------|------------------------|----------------------------------|---------------------------|--|--|----|-------------------------|---------------|-----------|---------|---|--------------|-----------------------------|------------------------|--------------|------------------------|------------------|------------------|---------------|
| | | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
| | | | | | | | | Project | Primary | Primary | | | | Project | | | | | Total TDT and |
| Project | | | | _ | | Р | roject Cost | Related to | Funding | Funding | Eligible Capacity | Growth | Eligible SDC | Completion | | | TDT 2009- | Other Funding | other funding |
| ID | Jurisdiction | Facility | From | То | Project | | (2014\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | Present | 2009-Present | 2009-Present |
| 2030 | Beaverton | Cedar Hills | Walker | | Add double left turn lanes on all | \$ | 3,643,200 | 100% | | | \$ 3,643,200 | 97% | \$3,545,614 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2031 | Beaverton | Cedar Hills | Walker | Farmington | approaches, add EB rt turn lane Add turn lanes, bike lanes | \$ | 20,976,000 | 100% | | | \$ 20,976,000 | 100% | \$20,976,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | Cedar Hills | Jenkins | r armington | | \$ | 2,550,240 | 100% | | | \$ 2,550,240 | 100% | \$2,550,240 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2033 | Beaverton | Cedar Hills | Hall | | Add NB rt turn lane | \$ | 728,640 | 100% | | | \$ 728,640 | 100% | \$728,640 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2034 | Beaverton | Cornell | 113th | | Add aux lanes at all intersection | \$ | 700,000 | 100% | | | \$ 700,000 | 100% | \$700.000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2025 | Beaverton | Cornell | 107th | | approaches; Modify traffic signal Construct traffic signal | \$ | 360,000 | 100% | | | \$ 360,000 | 100% | \$360,000 | 2014-2024 | | | \$ - | \$ - | • |
| | Beaverton | Crescent | Rose Biggi | Cedar Hills | | \$ | 3,864,000 | 100% | | | \$ 3,864,000 | 100% | \$3,864,000 | 2014-2024 | | | \$ - | \$ 65,237 | \$ 65,237 |
| | Beaverton | Davies | Scholls Ferry | Barrows | | \$ | 5,409,600 | 100% | | | \$ 5,409,600 | 100% | \$5,409,600 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2038 | Beaverton | Dawson/ Westgate | Rose Biggi | Hocken | Extend 2-lane multimodal | \$ | 9,825,600 | 100% | | | \$ 9,825,600 | 100% | \$9,825,600 | 2014-2024 | \$ 2,733 | | \$ 842,553 | \$ 31,576 | \$ 874,129 |
| 2039 | Beaverton | Denney | Hall | Scholls Ferry | Add turn lanes, bike lanes & signalize | \$ | 6,734,400 | 100% | | | \$ 6,734,400 | 100% | \$6,734,400 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | Farmington | Cedar Hills | | Turn lanes, signal improvements | \$ | 3,036,000 | 100% | | | \$ 3,036,000 | 100% | \$3,036,000 | 2025-2039 | | | \$ - | \$ 4,481,573 | \$ 4,481,573 |
| | Beaverton | Farmington | Lombard | | Add NB rt turn lane | \$ | 1,689,120 | 100% | | | \$ 1,689,120 | 100% | \$1,689,120 | 2025-2039 | | | \$ - | \$ 2,492,788 | \$ 2,492,788 |
| | Beaverton Beaverton | Hall extension | to Jenkins Cedar Hills | Farmington | Construct 2 or 4 lane Add turn lanes, bike lanes | \$ | 15,897,600 5,740,800 | 100% 100% | | | \$ 15,897,600 \$ 5,740,800 | 100% | \$15,897,600 \$5,740,800 | 2025-2039 2014-2024 | | | \$ - \$ - | \$ - \$ - | \$ - |
| | Beaverton | Hall | Center | Farmington | | \$ | 5,740,800 | 100% | | | \$ 5,740,800 | 100% | \$5,740,800 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | | I | Add EB&WB rt turn lanes, NB&SB | | | | | | | | | | | | | - | |
| | Beaverton Beaverton | Hall Hall | Allen Denney | | double lefts Turn lanes, signal improvements | \$ | 2,373,600 850,080 | 100% | | | \$ 2,373,600 \$ 850.080 | 100% | \$2,373,600 \$850,080 | 2025-2039 | | | \$ - \$ - | \$ - | \$ - \$ - |
| | Beaverton | Hall | 500' south of Allen | 12th | Add turn lanes, bike lanes | \$ | 6,734,400 | 100% | | | \$ 6,734,400 | 100% | \$6,734,400 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2049 | Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$ | 18,878,400 | 100% | | | \$ 18,878,400 | 100% | \$18,878,400 | 2014-2024 | i e | | \$ - | \$ - | \$ - |
| 2050 | Beaverton | Millikan | Murray | | Rt turn lane for WB Millikan | \$ | 607,200 | 100% | | | \$ 607,200 | 100% | \$607,200 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2051 | Beaverton | Millikan | 141st | Hocken | Add signal, turn lanes, bike & ped | \$ | 2,870,400 | 100% | | | \$ 2,870,400 | 100% | \$2,870,400 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | Millikan | Watson | 114th | Extoria E lario matamoadi | \$ | 15,235,200 | 100% | | | \$ 15,235,200 | 100% | \$15,235,200 | 2014-2024 | | \$ 362 | | \$ 936,571 | |
| 2053 | Beaverton Beaverton | Murray Murray | Allen Brockman | | Turn lanes, signal improvements Add WB & SB rt turn lanes | \$ | 1,578,720 1,280,640 | 100% | | | \$ 1,578,720 \$ 1,280,640 | 100% | \$1,578,720 \$1,280,640 | 2025-2039 | | | \$ 1,299 \$ - | \$ - | \$ 1,299 |
| | Beaverton | New street | Broadway | 115th | | \$ | 4,968,000 | 100% | | | \$ 1,280,640 | 100% | \$4,968,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Beaverton | Nimbus | Denney | Hall | | \$ | 17,001,600 | 100% | | | \$ 17,001,600 | 100% | \$17,001,600 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | Rose Biggi | TV Hwy | Broadway | | \$ | 3,312,000 | 100% | | | \$ 3,312,000 | 100% | \$3,312,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2059 | Beaverton | Scholls Ferry | Allen | | Turn lanes, signal improvements | \$ | 4,128,960 | 100% | | | \$ 4,128,960 | 95% | \$3,929,172 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Beaverton | Scholls Ferry | Nimbus | | rannanoo, olgilar improvemente | \$ | 1,733,280 | 100% | | | \$ 1,733,280 | 100% | \$1,733,280 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2061 | Beaverton | Scholls Ferry | 125th | | Add SB rt turn lane | \$ | 1,280,640 | 100% | | | \$ 1,280,640 | 100% | \$1,280,640 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2062 | Beaverton | Scholls Ferry | Davies | | Add NB rt turn lane, close east end of Scholls Ferry @Barrows | \$ | 331,200 | 100% | | | \$ 331,200 | 100% | \$331,200 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2063 | Beaverton | Scholls Ferry | Barrows (west end) | | Add SB rt turn lane | \$ | 331,200 | 100% | | | \$ 331,200 | 100% | \$331,200 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Beaverton | Sexton Mountain | 160th | 155th | Extend 2-lane multimodal | \$ | 2,760,000 | 100% | | | \$ 2,760,000 | 100% | \$2,760,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2065 | Beaverton | Walker | 173rd | | Turn lanes, signal improvements | \$ | 2,760,000 187,680 | 100% | | | \$ 2,760,000 \$ 187,680 | 100% | \$2,760,000 \$187,680 | 2025-2039 | | | \$ - \$ - | \$ 2,762,080 | \$ 2,762,080 |
| | Beaverton Beaverton | Walker Weir | 167th 155th | 175th | Signalize, add SB left turn lane Turn lanes, bike lanes, sidewalks | \$ | 4,526,400 | 100% 100% | | | \$ 187,680 \$ 4,526,400 | 100% 100% | \$187,680 \$4,526,400 | 2025-2039 | | | \$ - | \$ 187,821 | \$ 187,821 |
| | Beaverton | 175th | UGB | Scholls Ferry | Widen to 5 lanes | \$ | 6,345,000 | 100% | SCM TSDC | | \$ 6,345,000 | 100% | \$6,345,000 | 2014-2024 | | | \$ - | \$ 5,191,746 | \$ 5,191,746 |
| 2069 | Beaverton | New East-West | Tile Flat | Loon | New 3 lane collector | \$ | 22,755,000 | 100% | SCM TSDC | | \$ 22,755,000 | 100% | \$22,755,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | Collector New North- | UGB | Scholls Ferry | New 2 lane collector | \$ | 11,020,000 | 100% | SCM TSDC | | \$ 11,020,000 | 100% | \$11,020,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | South Collector Scholls Ferry | Tile Flat | 175th / Roy | Widen to 5 lanes | \$ | 8,165,000 | 100% | SCM TSDC | | \$ 8,165,000 | 100% | \$8,165,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | | Rogers | New right turn lanes at Scholls | | | | | | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | | | , | |
| 2072 | Beaverton | Scholls Ferry | Horizon/Teal | | Ferry Rd / Horizon-Teal Blvd intersection | \$ | 500,000 | 100% | SCM TSDC | | \$ 500,000 | 100% | \$500,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2073 | Beaverton | Tile Flat | UGB | Scholls Ferry | Widen to 3 lanes | \$ | 3,025,000 | 100% | SCM TSDC | | \$ 3,025,000 | 100% | \$3,025,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2074 | Beaverton | Western | 5th | Beaverton- Hillsdale/ Griffith | Reconstruct 4-lane roadway as 3- lane arterial with separated bicycle and pedestrian paths. Includes traffic signal | \$ | 4,125,000 | 100% | SCM TSDC | | \$ 4,125,000 | 100% | \$4,125,000 | 2014-2024 | \$ 80,000 | | \$ 274,489 | \$ - | \$ 274,489 |
| 2075 | Beaverton | Hocken Ave | RR Tracks | Tualatin-Valley Hwy | Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation | \$ | 2,500,000 | 100% | SCM TSDC | | \$ 2,500,000 | 76% | \$1,900,000 | 2014-2024 | \$ 895 | | \$ 97,409 | \$ - | \$ 97,409 |
| | Beaverton | TOTAL | | | | \$ | 366,628,600 | | | | \$ 366,628,600 | | \$365,530,668 | | \$ 107,047 | \$ 362 | \$ 3,719,035 | \$ 16,969,870 | \$ 20,688,904 |
| 2500 | Banks | OR 6 | Aerts Road | | Construct intersection improvement | \$ | 5,800,000 | 100% | City SDCs | | \$ 5,800,000 | 100% | \$5,800,000 | 2025-2040 | | | \$ - | \$ - | |
| _000 | l | 1 | | | or roundabout | 7 | 2,200,000 | .0070 | 2, 02.00 | | , 0,000,000 | .0070 | +=,=30,000 | | 1 | | • | Ľ – – | |
| 2501 | Banks | Banks Rd | OR 47 | Aerts Rd | Widen, improve intersection sight distance, provide shoulders, construct continuous or intermittent left-turn lanes | \$ | 10,200,000 | 100% | City SDCs | | \$ 10,200,000 | 100% | \$10,200,000 | 2025-2040 | | | \$ - | \$ - | |
| 2502 | Banks | New Collector (West Banks) | Cedar Canyon Road | Main Street/OR 47 (South of Sunset Park) | Construct new 2/3 lane collector | \$ | 15,700,000 | 100% | City SDCs | | \$ 15,700,000 | 100% | \$15,700,000 | 2025-2040 | | | \$ - | \$ - | |

| | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | | Estimated Project | | | | | Total TDT and |
|---------------|----------------|---|---------------------------------|-----------------------------------|--|-------------------------------|--------------------------|------------------|------------------|-------|------------------------|-------------------|-----------------------------|----------------------|--------------|-------------------------|--------------|-------------------------------|-------------------------------|
| Project ID | li. ali adi | Facility | F | т. | Desired | Project Cost | Related to | Funding | Funding | | Capacity | Growth Share | Eligible SDC | Completion | EV 00 04 TDT | EV 00 04 Other Evention | TDT 2009- | Other Funding 2009-Present | other funding 2009-Present |
| | Jurisdiction | New Collector | From | To Aerts Road | Project | (2014\$) | Capacity (%) | Source | Revenue | | ount | | Amount | Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | Present | | 2009-Present |
| | Banks Banks | (East Banks) | Banks Road | (north of OR 6) | Construct new 2/3 lane collector | \$ 5,500,000 \$ 37,200,000 | 100% | City SDCs | | | 5,500,000 7,200,000 | 100% | \$5,500,000 \$37,200,000 | 2025-2040 | e . | \$ - | \$ - \$ - | \$ - \$ - | ¢ . |
| | Danks | TOTAL | | | | φ 37,200,000 | , | | | φ 5 | 7,200,000 | | φ37,200,000 | | y - | 9 | \$ - | \$ - | Ψ - |
| 7000 | Cornelius | 10th | Adair/Main | Baseline | Add left & right turn lanes at couplet intersection approaches | \$ | 100% | ODOT Rail | \$880,000 | \$ | _ | - 100% | \$0 | 2014-2024 | | \$ 431 | \$ 234,687 | \$ 9,595,616 | \$ 7,155,001 |
| 7001 | Cornelius | 14th | Holladay | Dogwood | Add signals at TV Hwy and widen- existing travel lanes | \$ | 75% | | | \$ | | - 100% | \$0 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 7002 | Cornelius | Baseline | 10th | 20th | Inteconnect signals and consolidate | <u>s</u> | 100% | federal grant | \$3,060,000 | -\$ | | 100% | \$0 | 2014-2024 | | | \$ 447,492 | \$ 8,200 | \$ 455,692 |
| | | | | | access points- Add new traffic signals at Heather, | | | | ********** | · | | | ** | | | | | , , , , , | |
| 7003 | Cornelius | Cornelius- Schefflin | Verboort Circle | South city limit | Dogwood, Davis and Holladay and- widen existing travel lanes | -\$ | 75% | | | -\$ | _ | - 100% | \$0 | 2014-2024 | | | \$ - | \$ 9,015,238 | \$ 9,015,238 |
| 7004 | Cornelius | Davis St Extension | 4th | 10th | New 2-lane collector | \$ 2,255,000 | 100% | | | \$ 2 | 2,255,000 | 100% | \$2,255,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7005 | Cornelius | Forest Grove- Connectivity | East Forest Grove city limit | West Cornelius city limit | Construct new 2-lane collector between Cornelius & Forest Grove | \$ | 100% | | | \$ | | - 100% | \$0 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 7006 | Cornelius | Holladay St Extension | Yew (Forest Grove) | 4th | New 2-lane collector | \$ 2,960,000 | 100% | | | \$ 2 | 2,960,000 | 100% | \$2,960,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7007 | Cornelius | Holladay St | 10th | Gray | New 2-lane collector | \$ 2,810,000 | 100% | | | \$ 2 | 2,810,000 | 100% | \$2,810,000 | 2040+ | | | \$ - | \$ - | \$ - |
| | Cornelius | Extension Holladay St | Gray | 19th | New 2-lane collector | \$ 3,085,000 | 100% | | | | 3,085,000 | 100% | \$3,085,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7000 | Corricias | Extension | Olay | 1501 | | Ψ 0,000,000 | 10070 | | | Ψ , | 3,000,000 | 10070 | ψ0,000,000 | 20401 | | | Ψ | Ψ | Ψ |
| 7009 | Cornelius | 19th Ave | 20th Ave | Council Creek Bridge | Build complete street with sidewalk and bike facilities. Also new RR crossing and possible mini- roundabouts at Holladay & Davis | \$ 1,975,000 | 100% | | | \$ | 1,975,000 | 100% | \$1,975,000 | 2018-2027 | | | \$ - | \$ 87,698 | \$ 87,698 |
| 7010 | Cornelius | TV Highway- | 4th | 29th | Traffic signal system coordination | \$ | 100% | | | -\$ | | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 7011 | Cornelius | New N-S Collector | Baseline | Kodiak | New 2-lane collector for SE UGB Expansion Area, with improved rail crossing south of Baseline and new signalized intersection with Baseline. | \$ 9,390,000 | 100% | | | \$ 9 | 9,390,000 | 100% | \$9,390,000 | 2018-2027 | \$ 93,660 | | \$ 181,258 | \$ - | \$ 181,258 |
| 7012 | Cornelius | SE Cornelius New Collectors | South of Ginger St | South UGB Boundary | New collector through UGB expansion area: 20th, Jasper, 26th, 29th, Kodiak, and shared-use path south of Jasper Roundabout | \$ 13,955,000 |) 100% | | | \$ 13 | 3,955,000 | 100% | \$13,955,000 | 2018-2027 | | | \$ - | \$ - | \$ - |
| 7013 | Cornelius | 26th | Webb | roundabout at Jasper/Kodiak | Extend collector within UGB- expansion area | \$ | 100% | | | \$ | _ | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 7014 | Cornelius | Dogwood Extension | 28th | 345th | Extend collector within UGB expansion area | \$ 2,085,000 | 100% | | | \$ 2 | 2,085,000 | 100% | \$2,085,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7015 | Cornelius | Complete Collector Pedestrian Facilities | Citywide | | 4th Ave: Adair to Fawn 20th Ave: Alpine to Elder 29th Ave: North UGB to Baseline Adair: 1st to 7th Baseline: 4th to 10th (north side) | \$ 2,913,000 |) 100% | | | \$ 2 | 2,913,000 | 100% | \$2,913,000 | 2018-2027 | | | \$ - | \$ - | \$ - |
| 7016 | Cornelius | Baseline North Frontage Rd | East Lane | NW 344th Ave | Create collector frontage road on north side of Baseline and intersection improvements with possible signal at NW 341st Ave | \$ 2,830,000 | 100% | | | \$ 2 | 2,830,000 | 100% | \$2,830,000 | 2018-2027 | | | \$ - | \$ - | \$ - |
| 7017 | Cornelius | Davis Street Extension | 10th Ave | Fred Meyer Eastern Driveway | Complete pedestrian/bike facilities west of 19th and build new collector east of 19th | \$ 3,490,000 | 100% | • | | \$ 3 | 3,490,000 | 100% | \$3,490,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7018 | Cornelius | 341st Ave | Baseline | North terminus of street | Complete pedestrian facilities and improve to collector standards | \$ 526,000 | 100% | | | \$ | 526,000 | 100% | \$526,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7019 | Cornelius | Baseline St | 26th Ave | East Lane | Complete pedestrian facilities | \$ 1,035,000 | 100% | | | \$ | 1,035,000 | 100% | \$1,035,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7020 | Cornelius | 29th Blvd | S. City Limits | S. UGB (345th/Cook Rd) | New collector | \$ 2,120,000 | 100% | | | \$ 2 | 2,120,000 | 100% | \$2,120,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7021 | Cornelius | Baseline St Baseline | 20th Ave | E. City Limits | Complete two-way bike blvd. | \$ 1,500,000 | 100% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7022 | Cornelius | Frontage Rd (south side) | NW 341st Ave | E. City Limits | Create collector frontage road | \$ 1,545,000 | 100% | | | \$ | 1,545,000 | 100% | \$1,545,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7023 | Cornelius | Davis Street Extension | Fred Meyer Driveway | N. 26th Ave | Extend collector | \$ 2,065,000 | 100% | | | \$ 2 | 2,065,000 | 100% | \$2,065,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7024 | Cornelius | Complete Collector Ped and Bike facilities | Citywide | | Complete bicycle facilities on collectors (e.g. pavement markings, shared streets, signage, etc.) and fill sidewalk gaps on collectors | \$ 8,030,000 | 100% | | | \$ 8 | 8,030,000 | 100% | \$8,030,000 | 2040+ | | | \$ - | \$ - | \$ - |

| | | | | | | | | Proportion of | Other | Other | | | | | Estimated | | | | | | |
|--|---|---|---|-------------------------------|--|----------------------------------|--|--|--------------------|--------------------|--|--|--|--|---|--------------|------------------------|--|--------------|--|---|
| Project | | | | | | Dr | oiect Cost | Project Related to | Primary Funding | Primary Funding | Eligible | e Capacity | Growth | Eligible SDC | Project Completion | | | тг | DT 2009- | Other Funding | Total TDT ar |
| ID | Jurisdiction | Facility | From | То | Project | | (2014\$) | Capacity (%) | Source | Revenue | | mount | Share | Amount | Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | | Present | 2009-Present | 2009-Preser |
| | Cornelius | TOTAL | | | | \$ | 64,569,000 | | | | \$ | 64,569,000 | | \$64,569,000 | | \$ 93,660 | \$ 431 | \$ | 415,945 | \$ 7,449,116 | \$ 7,865,0 |
| 8000 | Durham | Upper Boones | At Tualatin | | Add 2 through lanes (Durham | \$ | 600,000 | 100% | | | \$ | 600,000 | 57% | \$342,857 | 2014-2024 | | | \$ | 11,000 | \$ - | \$ 11,00 |
| | Durham | Ferry TOTAL | River | | share of cost only) | \$ | 600,000 | | | | \$ | 600.000 | | \$342.857 | | ۹ . | ¢ - | \$ | 11,000 | \$ - | \$ 11,0 |
| 7500 | Forest Grove | 19th | Poplar | HWY 47 | | \$ | 1,517,156 | 100% | | | \$ | 1,517,156 | 100% | \$1,517,156 | 2019-2029 | 9 | Ψ | \$ | - 11,000 | \$ - | \$ - |
| 7501 | Forest Grove | 23rd/24th | Hawthorne | Quince | Construct 2-lane collector | \$ | 4,260,000 | 100% | | | \$ | 4,260,000 | 100% | \$4,260,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 7502 | Forest Grove | 26th | Sunset | Oak | Extend 2-lane collector and improve 26th Ave to city standards | \$ | 9,800,000 | 95% | | | \$ | 9,310,000 | 100% | \$9,310,000 | 2019-2029 | | | \$ | 2,155 | \$ 262,593 | \$ 264,74 |
| 7503 | Forest Grove | OR 47 | Maple | | Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term) | \$ | 5,000,000 | 75% | | | \$ | 3,750,000 | 100% | \$3,750,000 | 2019-2029 | | \$ 37,388 | \$ | - | \$ 100,060 | \$ 100,00 |
| 7504 | Forest Grove | OR 47 | Elm | | Construct improvements (e.g. | \$ | 520,000 | 75% | | | \$ | 390,000 | 100% | \$390,000 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7505 | Forest Grove | B | David Hill | Hartford | traffic signal) Extend 2-lane collector | \$ | | 100% | | | \$ | | 100% | \$0 | 2014-2024 | | | \$ | _ | \$ - | \$ - |
| | Forest Grove | David Hill | Thatcher Road | Forest Gale | Full street reconstruction to urban | e | 4,000,000 | 100% | | | \$ | 4,000,000 | 100% | \$4,000,000 | 2021-2031 | | | \$ | 15,195 | \$ 8,268,024 | \$ 8,283,2 |
| | | | Triatcher Road | Drive | collector standard | φ | | | | | · | | | | | | | · | 13,133 | \$ 0,200,024 | φ 0,203,2 |
| 7507 7508 | Forest Grove Forest Grove | E/Pacific/19th Hawthorne | E 26th | 19th Willamina | Extend 2-lane couplet Extend 2-lane collector | \$ | 4,940,000 7.885.582 | 100% 100% | | | \$ | 4,940,000 7,885,582 | 100% 100% | \$4,940,000 \$7.885.582 | 2019-2029 2019-2029 | | | \$ | - | \$ - | \$ - |
| | Forest Grove | Heather | OR 47 | Mountain View | | \$ | 1,730,000 | 100% | | | \$ | 1,730,000 | 100% | \$1,730,000 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7510 | Forest Grove | Laurel | 26th | 22nd | Extend 2-lane collector | \$ | 8,598,914 | 100% | | | \$ | 8,598,914 | 100% | \$8,598,914 | 2019-2029 | | | \$ | | \$ - | \$ - |
| 7511 | Forest Grove | Main | David Hill | Hartford | Extend 2-lane collector | -\$ | - | - 100% | | | -\$ | - | 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 7512 | Forest Grove | Oak | OR 47 | Pacific | Upgrade to 2-lane collector; add signal Realign and signalize intersection; | \$ | 6,200,788 | 75% | | | \$ | 4,650,591 | 100% | \$4,650,591 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| | Forest Grove | Thatcher | Gales Creek | David Hill | road improvements from Gales Creek to David Hill | \$ | 14,543,206 | 75% | | | | 10,907,405 | 100% | \$10,907,405 | 2019-2029 | | \$ 144,268 | \$ | - | \$ 223,837 | \$ 223,83 |
| | Forest Grove | TV Hwy | Quince | | Add turn lanes / signal | \$ | 4,294,293 | 25% | | | \$ | 1,073,573 | 100% | \$1,073,573 | 2019-2029 | | | \$ | | \$ - | \$ - |
| | Forest Grove | Willamina | Main | Sunset | Improve collector to city standards Construct Improvements (e.g. | \$ | 2,168,128 | 95% | | | \$ | 2,059,722 | 100% | \$2,059,722 | 2019-2029 | | | \$ | - | \$ 4,423 | \$ 4,42 |
| 7516 | Forest Grove | Yew | Adair | Pacific | traffic signal or restrictions) | \$ | 3,000,000 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2021-2031 | | | \$ | - | \$ - | |
| 7517 | Forest Grove | OR 47 | Martin | | Construct Improvements (e.g. traffic signal or roundabout) | \$ | 8,000,000 | 100% | | | \$ | 8,000,000 | 100% | \$8,000,000 | 2019-2029 | | \$ 505,746 | \$ | - | \$ 1,090,884 | |
| | Forest Grove | TOTAL | | | traine signar or roundabout) | \$ | 86,458,067 | | | | \$ | 76,072,942 | | \$76,072,942 | | \$ - | \$ 687,402 | \$ | 17,350 | \$ 9,949,821 | \$ 9,967,17 |
| | Gaston | Church | 3rd | Trail | Improve to collector standards | \$ | 720,000 | 100% | | | \$ | 720,000 | 100% | \$720,000 | 2014-2025 | | | \$ | | \$ - | |
| 9001 | Gaston Gaston | Third TOTAL | Park | Cottonwood | Improve to collector standards | \$ | 225,000 | 100% | | | \$ | 225,000 | 100% | \$225,000 | 2014-2025 | • | - · | \$ | | \$ - | • |
| 3000 | Hillsboro | 1st/Glencoe | Grant | | Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant | \$ | 945,000 2,000,000 | 100% | | | \$ | 945,000 | 100% | \$945,000 \$2,000,000 | 2025-2039 | 3 - | <u>-</u> | \$ | - | \$ - | \$ - |
| 3001 | l Hillsboro | 13th/River | TV Hwy | | Add EB right turn lane and NB left turn lane | \$ | 4,500,000 | 100% | | | \$ | 4,500,000 | 100% | \$4,500,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 3002 | 2 Hillsboro | 28th | Cornell | Main | Widen 3 lanes Main to Hyde Circle, | | | | | | | | | | | | | | | | |
| 3003 | 3 Hillsboro | | | Ivialii | Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2014-2024 | \$ 38,143 | \$ 1,784 | \$ | 42,241 | \$ 30,466 | \$ 72,70 |
| 3004 | | 69th | Quatama | Main | Cornell, Modify LRT Crossing equipment New 3 lane extension | \$ | 5,000,000 4,943,785 | 100% | | | \$ | 5,000,000 4,943,785 | 100% 100% | \$5,000,000 \$4,943,785 | 2014-2024 | \$ 38,143 | \$ 1,784 \$ 56,905 | • | | \$ 30,466 \$ 1,885,559 | |
| | 1 Hillsboro | 185th | Quatama Walker | | Cornell, Modify LRT Crossing equipment | | | | | | Ů | | | | | \$ 38,143 | | • | | | |
| 3005 | Hillsboro Hillsboro | | | | Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal | | 4,943,785 | 100% | | | \$ | 4,943,785 | 100% | \$4,943,785 | 2025-2039 | \$ 38,143 | | • | - | \$ 1,885,559 | |
| | | Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension | Walker | Main Amberglen | Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove | | 4,943,785 6,000,000 | 100% 100% | | | \$ | 4,943,785 6,000,000 | 100% 100% | \$4,943,785 \$6,000,000 | 2025-2039 2025-2039 | \$ 38,143 | | \$ | | \$ 1,885,559 \$ - | \$ 1,885,55 \$ - |
| 3006 | 5 Hillsboro | Amberglen Pkwy/194th Extension Amberglen Pkwy/194th | Walker Cornell | Main Amberglen Pkwy | Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy | \$ \$ | 4,943,785 6,000,000 2,250,000 | 100% 100% 100% | | | \$ \$ | 4,943,785 6,000,000 2,250,000 | 100% 100% 100% | \$4,943,785 \$6,000,000 \$2,250,000 | 2025-2039 2025-2039 2014-2024 | \$ 38,143 | | \$ | | \$ 1,885,559 \$ - | \$ 1,885,55 \$ - |
| 3006 | 5 Hillsboro 6 Hillsboro | 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension | Walker Cornell Stucki Extension | Main Amberglen Pkwy | Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout | \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 | 100% 100% 100% | | | \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 | 100% 100% 100% 100% | \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 | 2025-2039 2025-2039 2014-2024 2025-2039 | \$ 38,143 | | \$ \$ | | \$ 1,885,559 \$ - \$ - | \$ 1,885,55 \$ - \$ - |
| 3006 3007 3008 | 5 Hillsboro 6 Hillsboro 7 Hillsboro | 185th Ambergien Pkwy/194th Extension Ambergien Pkwy/194th Extension Ambergien Pkwy/194th Extension Ambergien Pkwy/194th Extension | Walker Cornell Stucki Extension Stucki Extension | Main Amberglen Pkwy | Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector | \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 | 100% 100% 100% 100% | | | \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 | 100% 100% 100% 100% | \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 | 2025-2039 2025-2039 2014-2024 2025-2039 2025-2039 | \$ 38,143 | | \$ \$ | | \$ 1,885,559 \$ - \$ - \$ - | \$ 1,885,55 \$ - \$ - |
| 3006 3007 3008 3009 | 5 Hillsboro 6 Hillsboro 7 Hillsboro 3 Hillsboro | 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension 205th/John | Walker Cornell Stucki Extension Stucki Extension Wilkins | Main Amberglen Pkwy Wilkins | Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector Signalize | \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 364,000 | 100% 100% 100% 100% 100% | | | \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 364,000 | 100% 100% 100% 100% 100% | \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$364,000 | 2025-2039 2025-2039 2014-2024 2025-2039 2025-2039 2025-2039 | \$ 38,143 | | \$ \$ | - | \$ 1,885,559 \$ - \$ - \$ - \$ - | \$ 1,885,55 \$ - \$ - |
| 3006 3007 3008 3009 | 5 Hillsboro 6 Hillsboro 7 Hillsboro 8 Hillsboro 9 Hillsboro 9 Hillsboro 9 Hillsboro | 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Extension Amberglen Pkwy/194th Extension Olson | Walker Cornell Stucki Extension Stucki Extension Wilkins Wilkins | Main Amberglen Pkwy Wilkins | Cornell, Modify LRT Crossing equipment, New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector Signalize Complete bike lanes Signalize; turn lane improvements | \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 364,000 200,000 | 100% 100% 100% 100% 100% | | | \$ \$ \$ \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 200,000 | 100% 100% 100% 100% 100% | \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$364,000 | 2025-2039 2025-2039 2014-2024 2025-2039 2025-2039 2025-2039 2014-2024 | \$ 38,143 | | \$ \$ | - | \$ 1,885,559 \$ - \$ - \$ - \$ - | \$ 1,885,55 \$ - \$ - |
| 3006 3007 3008 3009 3010 3011 | 5 Hillsboro 6 Hillsboro 7 Hillsboro 8 Hillsboro 9 Hillsboro 9 Hillsboro 9 Hillsboro | 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Olson 209th | Walker Cornell Stucki Extension Stucki Extension Wilkins Wilkins Blanton Kinnaman McInnis Lane | Main Amberglen Pkwy Wilkins | Cornell, Modify LRT Crossing equipment. New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector Signalize Complete bike lanes Signalize; turn lane improvements | \$ \$ \$ \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 200,000 671,000 | 100% 100% 100% 100% 100% 100% 100% | | | \$ \$ \$ \$ \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 364,000 200,000 671,000 | 100% 100% 100% 100% 100% 100% | \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$364,000 \$200,000 \$671,000 | 2025-2039 2025-2039 2014-2024 2025-2039 2025-2039 2025-2039 2014-2024 | \$ 38,143 | | \$ \$ | | \$ 1,885,559 \$ - \$ - \$ - \$ - \$ - | \$ 1,885,55 \$ - \$ - |
| 3006 3007 3008 3009 3010 3011 3012 | 5 Hillsboro 5 Hillsboro 7 Hillsboro 8 Hillsboro 9 Hillsboro 9 Hillsboro 10 Hillsboro 11 Hillsboro 12 Hillsboro 13 Hillsboro 13 Hillsboro 13 Hillsboro | 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension 205th/John Olson 209th 209th 209th | Walker Cornell Stucki Extension Stucki Extension Wilkins Wilkins Blanton Kinnaman McInnis Lane Butternut Creek Pkwy | Main Amberglen Pkwy Wilkins | Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector Signalize Complete bike lanes Signalize; turn lane improvements Construct traffic signal or roundabout | \$ \$ \$ \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 200,000 671,000 1,016,000 1,574,000 364,000 | 100% 100% 100% 100% 100% 100% 100% 100% | | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 200,000 671,000 1,016,000 1,574,000 364,000 | 100% 100% 100% 100% 100% 100% 100% 100% | \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$364,000 \$671,000 \$1,016,000 \$1,574,000 \$364,000 | 2025-2039 2014-2024 2025-2039 2025-2039 2025-2039 2025-2039 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 | \$ 38,143 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | \$ 1,885,559 \$ - \$ - \$ - \$ - \$ - \$ - | \$ 1,885,55 \$ - \$ - |
| 3006 3007 3008 3009 3010 3011 3012 3013 | 5 Hillsboro 6 Hillsboro 7 Hillsboro 8 Hillsboro 9 Hillsboro 1 Hillsboro 1 Hillsboro 1 Hillsboro 2 Hillsboro 2 Hillsboro 2 Hillsboro | 185th Ambergien Pkwy/194th Extension Ambergien Pkwy/194th Extension Ambergien Pkwy/194th Extension Ambergien Pkwy/194th Extension Ambergien Pkwy/194th Extension 205th/John Olson 209th 209th | Walker Cornell Stucki Extension Stucki Extension Wilkins Wilkins Blanton Kinnaman McInnis Lane Butternut Creek | Main Amberglen Pkwy Wilkins | Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector Signalize Complete bike lanes Signalize; turn lane improvements Signalize; turn lane improvements Construct traffic signal or roundabout | \$ \$ \$ \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 200,000 671,000 1,574,000 | 100% 100% 100% 100% 100% 100% 100% 100% | | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 4,943,785 6,000,000 2,250,000 1,100,000 3,500,000 200,000 671,000 1,016,000 | 100% 100% 100% 100% 100% 100% 100% 100% | \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$364,000 \$200,000 \$671,000 \$1,016,000 \$1,574,000 | 2025-2039 2014-2024 2025-2039 2025-2039 2025-2039 2025-2039 2014-2024 2014-2024 2014-2024 | \$ 38,143 | | \$ \$ | | \$ 1,885,559 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 1,885,51 \$ - \$ - \$ - \$ - \$ - \$ - \$ - |

| | | | | | | | | | | | 1 | | | | | | | |
|---------------|------------------------|------------------------|-------------------------------|------------------|--|-------------------------------|---------------------------------------|------------------------------|-------------------------------|-------------------------------|-----------------|-----------------------------|------------------------------------|--------------|------------------------|----------------------|-------------------------------|--|
| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Project Related to Capacity (%) | Primary Funding Source | Primary Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Project Completion Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
| 3017 | Hillsboro | 67th | TV Hwy | | Close south leg and modify signal | \$ 935,00 | | | 110101100 | \$ 935,000 | 100% | \$935,000 | 2014-2024 | | | \$ - | s - | s - |
| | Hillsboro | 67th | Alexander | Kinnaman | Widen to 3 lanes | \$ 4,126,000 | | | | \$ 4,126,000 | 100% | \$4,126,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Century | Kinnaman | ran iaman | construct roundabout | \$ 1,027,000 | | | | \$ 1,027,000 | 100% | \$1,027,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3020 | Hillsboro | Century | Kinnaman | Rosedale | Widen to 3 lanes; Realign and construct Butternut Creek bridge | \$ 16,007,000 | 100% | | | \$ 16,007,000 | 100% | \$16,007,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3021 | Hillsboro | Century | Murphy | | Construct roundabout | \$ 1,046,000 | 100% | | | \$ 1,046,000 | 100% | \$1,046,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3022 | Hillsboro | 231st | MAX Light Rail | Baseline | Widen to 3 lanes | \$ 6,800,00 | 0 100% | | | \$ 6,800,000 | 100% | \$6,800,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3023 | Hillsboro | 231st | Cornell | Campus Way | Widen to 5 lanes with multimodal improvements | \$ | 100% | Developer | \$330,000 | \$ | 100% | \$0 | 2014-2024 | | | \$ 1,328,708 | \$ - | \$ 1,328,708 |
| 3024 | Hillsboro | 231st | Campus Way | Cherry | Construct southbound cycle track- and west pedestrian improvements | \$ | 100% | Developer | \$100,000 | \$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | 231st | MAX Light Rail | | Signal & pedestrian crossing improvements | \$ | 100% | Developer | \$25,000 | \$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro Hillsboro | Century Starr | Johnson Meek | Evergreen | Signalize New 3-lane collector | \$ 364,000 \$ 12,000,000 | | | | \$ 364,000 \$ 12,000,000 | 100% | \$364,000 \$12,000,000 | 2025-2039 2014-2024 | | | \$ - | \$ - \$ - | \$ - |
| 3028 | Hillsboro | Starr | Huffman | L voi gi o o i i | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Starr | Evergreen | | Signalize | \$ 364,00 | | MOTID | A = 000 000 | \$ 364,000 | 100% | \$364,000 | 2025-2039 | | A 074 000 | \$ - | \$ - | \$ - |
| | Hillsboro Hillsboro | 25th Ave 30th | Cornell Meek | Evergreen | Intersection capacity and signal impl New 3 lane collector | \$ 6,000,000 \$ 14,000,000 | | MSTIP | \$ 5,000,000 | \$ 1,000,000 \$ 14,000,000 | 100% | \$1,000,000 \$14,000,000 | 2014-2024 2014-2024 | | \$ 271,808 | \$ 893,409 | \$ 343,153 \$ 110,634 | \$ 343,153 \$ 1,004,043 |
| | Hillsboro | 30th | Huffman | o.g.oon | | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ 110,034 | \$ -,004,043 |
| | Hillsboro | 30th | Evergreen | | Signalize | \$ 364,000 | | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3034 | Hillsboro | Airport (Butler) | Brookwood | Dawson Cr | Widen to 3 lanes and install new signal at Brookwood Pkwy | \$ 1,100,00 | 0 100% | | | \$ 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3035 | Hillsboro | Blanton Extension | 67th | 209th | New 3 lane collector | \$ 12,521,000 | 100% | | | \$ 12,521,000 | 100% | \$12,521,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3036 | Hillsboro | Blanton Extension | Town Center Drive | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3037 | Hillsboro | Blanton Extension | West Neighborhood Route | | Signalize | \$ 364,000 | | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | | Walker | | | \$ 3,909,66 | | | | \$ 3,909,666 | 100% | \$3,909,666 | 2014-2024 | | | \$ - | \$ 449,709 | \$ 449,709 |
| | Hillsboro | Walker Walker | Cornelius Pass | John Olsen | Widen to 3 lane | \$ 2,932,25 | 0 100% | | | \$ 2,932,250 | 100% | \$2,932,250 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3040 | Hillsboro | Extension | Amberbrook | Stucki extension | Extend 3 lanes | \$ 1,400,000 | 100% | | | \$ 1,400,000 | 100% | \$1,400,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3041 | Hillsboro | Walker Extension | 194th | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3042 | Hillsboro | Bentley | Brookwood East | | Add EB Left turn lane and Signalize | \$ 1,100,00 | 0 100% | | | \$ 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ 137,100 | \$ - | \$ 137,100 |
| 3043 | Hillsboro | Blanton Extension | Neighborhood Route | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3044 | Hillsboro | Brookwood | US-26 | Evergreen | Widen to 7 lanes, add turn lanes and aux lanes at Evergreen | -\$ | 100% | | | \$ | 100% | \$0 | 2014-2024 | | | \$ 1,597,643 | \$ 16,015,075 | \$ 17,612,718 |
| 3045 | Hillsboro | Brookwood | Cornell | | Add SB through lane, Add EB and WB 2nd Left Turn Lanes | \$ 5,500,00 | 0 100% | | | \$ 5,500,000 | 100% | \$5,500,000 | 2014-2024 | | | \$ 532,548 | \$ 1,317,835 | \$ 1,850,382 |
| 3046 | Hillsboro | Campus Ct extension | West terminus | Ray Circle | Construct new 2/3 lane collector | \$ 1,800,000 | 100% | Developer | \$100,000 | \$ 1,700,000 | 100% | \$1,700,000 | 2014-2024 | | | \$ 2,431,571 | \$ - | \$ 2,431,571 |
| 3047 | Hillsboro | Century | Baseline | Lois | New 3 lane and bridge over Rock Creek | \$ 16,500,00 | 0 100% | | | \$ 16,500,000 | 100% | \$16,500,000 | 2014-2024 | | \$ 835,048 | \$ 1,225,008 | \$ 2,668,384 | \$ 3,893,392 |
| 3048 | Hillsboro | Century/229th | West Union | Evergreen | Extend 3 lane, including Hwy 26 overcrossing Widen to 5 lanes: Reconstruct | \$ 21,000,00 | 0 100% | | | \$ 21,000,000 | 100% | \$21,000,000 | 2014-2024 | | | \$ 3,906,847 | \$ 85,530 | \$ 3,992,377 |
| | Hillsboro | Century | Johnson | Alexander | Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal | \$ 7,943,000 | | | | \$ 7,943,000 | | \$7,943,000 | 2014-2024 | | \$ 291,660 | \$ - | \$ 3,067,992 | \$ 3,067,992 |
| 3050 | Hillsboro | Century | Alexander | | Signalize Construct multi-modal | \$ 364,000 | | | | \$ 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3051 | Hillsboro | Century | Alexander | Old UGB | Construct multi-modal improvements | \$ 519,000 | | | | \$ 519,000 | 100% | \$519,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3052 | Hillsboro | Century | Davis | 67th | New 3 lane collector | \$ 5,127,000 | 100% | | | \$ 5,127,000 | 100% | \$5,127,000 | 2014-2024 | \$ 57,678 | | \$ 57,678 | \$ - | \$ 57,678 |
| 3053 | Hillsboro | Cornelius Pass | Cornell | HWY 26 | 2nd NB right turn lane to US26- East, and multimodal- enhancements | \$ | 100% | ODOT, TIF, & MSTIP | | \$ | 100% | \$0 | 2014-2024 | | | \$ 344,778 | \$ 17,701,402 | \$ 18,046,180 |
| 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 | \$ 27,429,00 | 0 100% | | | \$ 27,429,000 | 100% | \$27,429,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3055 | Hillsboro | Cornelius Pass | - | 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 | \$ 45,848,00 | 0 100% | | | \$ 45,848,000 | 100% | \$45,848,000 | 2014-2024 | | \$ 16,631 | \$ 6,212 | \$ 184,806 | \$ 191,018 |
| 3056 | Hillsboro | Cornelius Pass | Town Center X- | | Construct signalized Z-crossing | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Cornelius Pass | Ing Blanton | | | \$ 724,000 | | | | \$ 724,000 | 100% | \$724,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Cornelius Pass | | | Signalize and add termines | \$ 364,000 | | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |

| | | ı | 1 | 1 | | | | | | | | | | 1 | | | • | | |
|--------------|------------------------|----------------------------------|---------------------------|----------------|--|----------------------------|-------------------|-------------------|--------------------|---|-----------------|--------------------------|------------------------|--|-------------------------|----------------------|-------------------------------|----------|------------------|
| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | | |
| | | | | | | | Project | Primary | Primary | | | | Project | | | | | Total T | o i ana |
| Project | Jurisdiction | F86. | From | To | D:+ | Project Cost | Related to | Funding Source | Funding Revenue | Eligible Capacity | Growth Share | Eligible SDC | Completion | FY 20-21 TDT | FV 00 04 Other Freeding | TDT 2009- Present | Other Funding 2009-Present | other fr | |
| 3059 | | Facility | | 10 | Project | (2014\$) \$ 364,000 | Capacity (%) | Source | Revenue | Amount | Snare 100% | Amount \$364,000 | Timeframe 2014-2024 | FY 20-21 IDT | FY 20-21 Other Funding | Present | 2009-Present | 2009-P | resent |
| | | Cornelius Pass | | | Signalize | | 100% | | | \$ 364,000 | | | | | | \$ - | \$ - | \$ | - |
| 3060 | Hillsboro | Cornelius Pass | Butternut Creek | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3061 | 1 1111000010 | Cornelius Pass | | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3062 | | Cornelius Pass | | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3063 | Hillsboro Hillsboro | Cornelius Pass Cornelius Pass | | | Signalize Construct roundabout or signal | \$ 364,000 \$ 1,408,000 | 100% | | | \$ 364,000 \$ 1,408,000 | 100% | \$364,000 \$1,408,000 | 2025-2039 2025-2039 | | | \$ - | \$ - \$ - | \$ | - |
| 0001 | 111100010 | CONTONICO I GCC | rtocoddio | | Widen 5 lane, Construct | 1,100,000 | 10070 | | | Ψ 1,100,000 | 10070 | ψ1,100,000 | 2020 2000 | | | <u> </u> | <u> </u> | Ť | |
| 3065 | Hillsboro | Cornell | Arrington | Main | Intersection capacity/signal and/or | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ - | \$ 45,710 | \$ | 45,710 |
| | | | | | safety improvements Add EB and NB right turn lanes, | | | | | | | | | | | | | | |
| 3066 | Hillsboro | Cornell | 229th | | add WB 2nd left turn lane | \$ | 100% | | | -\$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3067 | Hillsboro | Cornell | Amberbrook | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3068 | Hillsboro | Cornell | 185th | | Add EB right turn lane and 3rd SB | \$ 1,200,000 | 100% | | | \$ 1,200,000 | 100% | \$1,200,000 | 2025-2039 | | | \$ - | s - | \$ | - |
| | | | | South CWS | through lane construct 2/3 lane collector, modify | , , , , , , , , , , , , , | | | | , , , , , , , | | | | | | <u> </u> | • | | |
| 3069 | Hillsboro | Davis Extn | River Rd | boundary | traffic signal | \$ | 100% | | | -\$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3070 | Hillsboro | Edgeway (Salix | Holly | Walker | New 3 lane extension | \$ 4,000,000 | 100% | | | \$ 4,000,000 | 100% | \$4,000,000 | 2014-2024 | | | s - | s - | s | |
| 3070 | THISDOTO | Ext) | - | vvaikei | New 3 lane extension | \$ 4,000,000 | 100 /8 | | | \$ 4,000,000 | 10078 | \$4,000,000 | 2014-2024 | | | Ψ - | φ - | Ψ | |
| 3071 | Hillsboro | Evergreen | Jackson School (south) | 15th | Widen to 5 lanes | \$ 6,500,000 | 100% | | | \$ 6,500,000 | 100% | \$6,500,000 | 2025-2039 | ĺ | | \$ - | \$ - | \$ | - |
| | 1 | 1 | (COULT) | | Add 2nd EB/WB Left turn lanes, | | | | | | 1 | | | 1 | | | | | |
| 3072 | Hillsboro | Evergreen | 229th | | Add NB Right Turn lane, and | \$ 2,500,000 | 100% | | 1 | \$ 2,500,000 | 100% | \$2,500,000 | 2014-2024 | l | | \$ - | \$ - | \$ | - |
| | | | | | modify traffic signal | | | | | | | | | | | | | | |
| 3073 | Hillsboro | Evergreen | Imbrie | | Add second eastbound left turn | \$ 2,000,000 | 100% | | | \$ 2,000,000 | 100% | \$2,000,000 | 2014-2024 | ĺ | | \$ - | \$ - | \$ | - |
| | | <u> </u> | | | Add 2nd SB, and NB Left Turn | | | | | | | | | | | | | | |
| 3074 | Hillsboro | Evergreen | Cornelius Pass | | Lanes, Add NB and WB Right Turn | <u>\$</u> | 100% | MSTIP | | -\$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | | | | | Lanes | | | | | | | | | | | | | | |
| | | | | | Add bicycle lanes, including rail- crossing removal/grade | | | | | | | | | | | | | | |
| 3075 | Hillsboro | Evergreen | Cornelius Pass | 215th | adjustments. Add WB right turn- | s | 100% | Developer | | \$ | 100% | \$0 | 2014-2024 | | | \$ - | s - | s | - |
| | | | | | lane at Cornelius Pass, including | • | | | | * | | ** | | | | * | Ť | * | |
| | | | | | Ped island | | | | | | | | | | | | | | |
| 0070 | | | 0001 | | Modify signal, add SB right turn | | 4000/ | | | \$ 1.067.000 | 4000/ | 64 007 000 | | | | • | s - | \$ | |
| 3076 | Hillsboro | Farmington | 209th | | lane, add 2nd SB left turn lane;add NB Right turn lane | \$ 1,067,000 | 100% | | | \$ 1,067,000 | 100% | \$1,067,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 0077 | | 0 1 | 0 " | | Add eastbound/westbound left turn | \$ 1.000.000 | 4000/ | | | | 4000/ | 84.000.000 | 2005 2000 | | | \$ - | \$ - | | |
| 3077 | Hillsboro | Grant | Cornell | | lanes | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3078 | Hillsboro | Harewood | at Jackson School | | Construct Roundabout | \$ 772,466 | 100% | | | \$ 772,466 | 100% | \$772,466 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | | | | | | | | | | | | | - | | | | | | |
| 3079 | Hillsboro | Huffman | West City Limits | Brookwood | Construct 5-lane arterial | \$ 50,000,000 | 100% | | | \$ 50,000,000 | 100% | \$50,000,000 | 2014-2024 | | | \$ 429 | \$ - | \$ | 429 |
| 3080 | Hillsboro | Imbrie | Evergreen | Cornelius Pass | Widen to accommodate second | \$ 2,500,000 | 100% | | | \$ 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | s - | s - | \$ | |
| 3081 | | Imlav | TV Hwy | | EB lane Signalize | \$ 364,000 | 75% | | | \$ 273,000 | 100% | \$273,000 | 2025-2039 | | | ¢ - | e - | ¢ | |
| | | | , | | | | | | | | | | | | | φ - | ф · · · | φ | |
| 3082 | | Jackson School | Evergreen | Grant | Widen to 3 lanes | \$ 7,000,000 | 100% | MSTIP | \$5,000,000 | | | \$2,000,000 | 2014-2024 | \$ 6,391,908 | \$ 4,120,689 | \$ 14,490,110 | \$ 11,855,778 | \$ 26,3 | 45,888 |
| 3083 | Hillsboro | Jacobson | Century | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3084 3085 | | Jacobson Kinnaman | Croeni 229th | 209th | Olgridile | \$ 364,000 \$ 9,916,000 | 100% 100% | | | \$ 364,000 \$ 9,916,000 | | \$364,000 \$9,916,000 | 2014-2024 2014-2024 | | | \$ - \$ - | \$ - | \$ | - |
| 5005 | | · siciiicii | West | 20001 | TOTAL O TATIC CONICCION | 5,510,000 | 10076 | | | \$ 5,515,000 | 10076 | ψυ,υ το,οοο | 2017 2024 | | | * | - | Ψ | |
| 3086 | Hillsboro | Kinnaman | Neighborhood | | Signalize | \$ 364,000 | 100% | | 1 | \$ 364,000 | 100% | \$364,000 | 2014-2024 | l | | \$ - | \$ - | \$ | - |
| | | ļ | Route | ļ | | | | | | | _ | | | ļ | | | ļ | | |
| 3087 | Hillsboro | Kinnaman | East Neighborhood | | Signalize | \$ 364,000 | 100% | | 1 | \$ 364,000 | 100% | \$364,000 | 2014-2024 | l | | s - | s - | s | |
| 3007 | | . S HGITTGIT | Route | | o.g. a | \$ 554,000 | 150% | | | ψ 55-1,000 | | | | ĺ | | * | * | Ψ | |
| 3088 | 1 1111000010 | Main | 1st | | Add westbound right turn | \$ - | - 100% | | | \$ - | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | Meek | West UGB | Starr | Widen to 3 lanes | \$ 6,500,000 | 100% | | | \$ 6,500,000 | 100% | \$6,500,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3090 | | Minter Bridge | River Rd | South UGB | | \$ 2,250,000 | 100% | | | \$ 2,250,000 | 100% | \$2,250,000 | 2014-2024 | | \$ 94,503 | \$ - | \$ - | \$ | 47 247 |
| 3091 | Hillsboro Hillsboro | Quatama River | 227th Rood Bridge | 205th | Widen to 3 lanes Add eastbound right turn lane | \$ 8,210,299 \$ 750,000 | 100% 100% | | - | \$ 8,210,299 \$ 750,000 | 100% | \$8,210,299 \$750,000 | 2025-2039 | | φ 94,503 | φ - \$ | \$ 3,147,247 \$ 26,947 | | 47,247 26.947 |
| 3092 | Hillsboro | Rosedale | River Rd | | Construct roundabout | \$ 1,031,000 | 100% | | | \$ 1,031,000 | 100% | \$1,031,000 | 2025-2039 | | | \$ - | \$ 20,947 | \$ | |
| 3094 | | Rosedale | River Rd | 229th | Widen 2-lane, add shoulder | \$ 1,321,000 | 100% | | | \$ 1,321,000 | 100% | \$1,321,000 | 2025-2039 | | | \$ - | \$ - | \$ | |
| | | | | 22001 | improvements | | | | | , | | | | | | Ψ | • | Ψ | |
| 3095 3096 | 1 1111000010 | Rosedale | Century | 200# | rida Eb loit tarri lario | \$ 380,000 | 100% | | | \$ 380,000 \$ 4,986,000 | 100% | \$380,000 | 2025-2039 | | | \$ - | \$ - | \$ | • |
| | Hillsboro Hillsboro | Rosedale Rosedale | Century 209th | 209th | | \$ 4,986,000 \$ 364,000 | 100% | | | \$ 4,986,000 \$ 364,000 | 100% | \$4,986,000 \$364,000 | 2025-2039 2014-2024 | 1 | | \$ - | \$ - | \$ | - |
| 5031 | 30010 | . coccaic | 20001 | | New 3-lane Collector with Multi- | \$ 554,000 | 10076 | | | Ψ 55-1,000 | 10076 | ψου-,οου | 2017 2024 | | | Ψ - | - | Ψ | |
| 3000 | Hillsboro | Stucki Extension | Walker | Wilkins | modal improvements; 5-lane at | \$ 15,000,000 | 100% | | 1 | \$ 15,000,000 | 100% | \$15,000,000 | 2025-2039 | l | | s - | s - | \$ | |
| 3098 | I IIISDUID | Stucki Extension | vvaikei | extension | Walker Road approach, Realign | φ 10,000,000 | 100% | | 1 | φ 15,000,000 | 100% | φ 10,000,000 | 2020-2039 | l | | φ - | Ψ - | Ф | - |
| | | | Wilking | | Stucki North of Walker | | | | | | | | | | | | | | |
| 3099 | Hillsboro | Stucki Extension | Wilkins Extension | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2025-2039 | ĺ | | \$ - | \$ - | \$ | - |
| 0400 | Hillohor- | Studki F. + | | 20Eth/200th | New 3-lane collector with Multi- | ¢ 6 500 000 | 40001 | | | ¢ 0.500.000 | 4000 | \$6 E00 000 | 2025 2022 | | | ¢ | s - | \$ | |
| 3100 | Hillsboro | Stucki Extension | Wilkins | 205th/206th | modal improvements | \$ 6,500,000 | 100% | | | \$ 6,500,000 | 100% | \$6,500,000 | 2025-2039 | | | э - | \$ - | \$ | - |
| 3101 | Hillsboro | Stucki extension | 205th/206th | | Signalize or construct roundabout | \$ 1,100,000 | 100% | | 1 | \$ 1,100,000 | 100% | \$1,100,000 | 2025-2039 |] | | \$ - | \$ - | \$ | - |
| 3.01 | | JACHOON | , | | - J St. St. St. St. St. St. St. St. S | ,, | .5576 | | | ,,,,,,, | . 55 76 | Ţ.,.JO,000 | | | | • | | Ť | |

| | | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | | Estimated Project | | | | | | Total TDT and |
|------------|------------------------------|-----------------------|--------------------------|------------------------|--|----|------------------------|--------------------------|------------------|------------------|-------|----------------------|---------------|----------------------------|------------------------|--------------|------------------------|----------------------------|-------|---------------|------------------------------|
| Project | | | _ | _ | | | roject Cost | Related to | Funding | Funding | | | Growth | Eligible SDC | Completion | | | TDT 2009 | | Other Funding | other funding |
| ID 3102 | Jurisdiction Hillsboro | Facility Murphy | From | To 209th | Project New 3 lane collector | ŝ | 9,047,000 | Capacity (%) | Source | Revenue | \$ | mount 9,047,000 | Share 100% | Amount \$9,047,000 | 7 Timeframe 2014-2024 | FY 20-21 TDT | FY 20-21 Other Funding | Present \$ - | S S | 2009-Present | 2009-Present |
| | Hillsboro | Wilkins | 194th extension | 185th | New 3 lane extension | \$ | 16,000,000 | 100% | | | \$ | 16,000,000 | 100% | \$16,000,000 | 2025-2039 | | | \$ - | \$ | - | \$ - |
| | Hillsboro | Witch Hazel | River | | signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ | 220,980 | \$ 220,980 |
| | Hillsboro | Hidden Creek | 49th | 53rd 520 ft east of | | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2014-2024 | \$ 325,919 | \$ 36,213 | \$ 5,084,46 | | 700,700 | \$ 5,878,216 |
| | Hillsboro | Schaaf | Helvetia | Helvetia | Right-of-way acquisition only | \$ | 600,000 | 100% | | | \$ | 600,000 | 100% | \$600,000 | 2014-2024 | | | \$ - | \$ | | |
| 3107 | Hillsboro | Meek | West UGB | Jackson School | * * | \$ | 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2014-2024 | | | \$ - | \$ | - | |
| 3108 | Hillsboro | Evergreen | Town Center | 185th | Construct 2nd Westbound through lane | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ - | \$ | - | |
| 3109 | Hillsboro | 185th | Evergreen | Sunset Hwy | Extend northbound right-turn lane to Evergreen, provide dual right- turns onto WB on-ramp | \$ | 3,500,000 | 100% | | | \$ | 3,500,000 | 100% | \$3,500,000 | 2014-2024 | | | \$ - | \$ | - | |
| 3110 | Hillsboro | 47th | Brookwood/Ihly | Hidden Creek | Improve 2-lane roadway and construct sidewalk | \$ | 3,000,000 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ - | \$ | - | |
| 3111 | Hillsboro | Huffman (east leg) | Brookwood | | Add second eastbound receiving lane on eastern leg of intersection | \$ | 4,200,000 | 100% | | | \$ | 4,200,000 | 100% | \$4,200,000 | 2018-2024 | | | \$ - | \$ | - | |
| | Hillsboro | TOTAL | | | | \$ | 460,071,466 | \$0 | | \$0 | \$ 44 | 49,880,466 | | \$449,880,466 | \$0 | \$ 6,813,648 | \$ 5,725,241 | \$ 32,078,74 | 42 \$ | 59,950,963 | \$ 92,029,705 |
| | King City King City | 131st TOTAL | Beef Bend | Fischer | Improve to collector standards | \$ | 1,600,000 1,600,000 | 100% | | | \$ | 1,600,000 | 86% | \$1,376,000 \$1,376,000 | 2014-2024 | \$ | | \$ 1,791,89 \$ 1,791,89 | | | \$ 1,791,890 \$ 1,791,890 |
| | North Plains | Commercial | Main | Glencoe | Widen street, add parking, bike | \$ | 3,600,000 | 100% | | | \$ | 3,600,000 | 100% | \$3,600,000 | 2014-2024 | · · | φ <u>-</u> | \$ 1,791,85 | 90 \$ | | \$ 1,791,890 |
| | North Plains | Cottage | Gordon | 321st | and pedestrian facilities Construct new two-lane collector | \$ | 1,300,000 | 100% | | | \$ | 1,300,000 | 100% | \$1,300,000 | 2025-2039 | | | \$ - | \$ | - | \$ - |
| | North Plains | Main | Commercial | Pacific | Widen street, add parking, bike and pedestrian facilities | \$ | 1,250,000 | 100% | | | \$ | 1,250,000 | 100% | \$1,250,000 | 2014-2024 | | | \$ - | \$ | - | \$ - |
| 9603 | North Plains | Pacific | Glencoe | | Add new signal | \$ | 297,102 | 75% | | | \$ | 222,827 | 100% | \$222,827 | 2025-2039 | | | \$ - | \$ | - | \$ - |
| 9604 | North Plains | West Union | Glencoe | Jackson School | Widen existing travel lanes to standard and add pedestrian and bicycle trails | 69 | 2,365,000 | 50% | | | \$ | 1,182,500 | 100% | \$1,182,500 | 2025-2039 | \$ 1,348,235 | | \$ 1,843,66 | 67 \$ | - | \$ 1,843,667 |
| 9605 | North Plains | Glencoe | RR Tracks | North UGB | Add bike and pedestrian facilities and planter strip | \$ | 865,000 | 100% | | | \$ | 865,000 | 100% | \$865,000 | 2018-2024 | | | \$ - | \$ | - | |
| 9606 | North Plains | North | Shadybrook | Gordon | Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2018-2024 | | | \$ - | \$ | - | |
| 9607 | North Plains | Glencoe | Commercial | | landscape strip, etc. Add traffic signal or roundabout | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2018-2024 | | | \$ - | \$ | - | |
| | North Plains North Plains | 322nd Ave Gordon | Pacific Commercial | Cottage North | New north-south collector street Add sidewalks and bike lanes | \$ | 400,000 1,700,000 | 100% 100% | | | \$ | 400,000 1,700,000 | 100% 100% | \$400,000 \$1,700,000 | 2019-2025 2019-2025 | | | \$ - | _ · | - | |
| | North Plains | 313th | Commercial | Highland Ct | Add sidewalks, bike lanes and | φ. | 1,305,000 | 100% | | | \$ | 1,305,000 | 100% | \$1,700,000 | 2019-2025 | | | \$ - \$ - | | - | |
| | North Plains | Pacific | Glencoe | 322nd | planter strips Add sidewalks, bike lanes, planter strips, on-street parking, | \$ | 3,695,000 | 100% | | | \$ | 3,695,000 | 100% | \$3,695,000 | 2019-2025 | | | \$ - | \$ | - | |
| 9612 | North Plains | Glencoe | North | | intersection builb-outs Roundabout or signalization and | s | 750,000 | 100% | | | s | 750,000 | 100% | \$750,000 | 2019-2025 | | | ¢ . | \$ | _ | |
| | North Plains | TOTAL | INGILII | | left-turn lane | \$ | 22,527,102 | 10070 | | | | 21,270,327 | 10070 | \$21,270,327 | 2013 2023 | \$ 1,348,235 | \$ - | \$ 1,843,66 | | | \$ 1,843,667 |
| | Sherwood | OR 99W | Edy | Sunset | Install missing pedestrian crossings at existing signalized intersections. | \$ | 7,000 | 100% | | | \$ | 7,000 | 100% | \$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 | 100% | | | \$ | 13,300,000 | 100% | \$13,300,000 | 2025-2035 | \$ 1,338,189 | \$ 276,127 | \$ 1,591,94 | 42 \$ | 276,127 | \$ 1,868,069 |
| 4002 | Sherwood | Arrow | Langer Farms | Gerda | Construct new 2-lane road to collector standards | \$ | 7,427,562 | 100% | | | \$ | 7,427,562 | 100% | \$7,427,562 | 2025-2039 | | | \$ - | \$ | - | \$ - |
| 4003 | Sherwood | Arrow/ Galbreath | Gerda | Cipole | Construct 2-lane collector road | \$ | 2,317,399 | 100% | | | \$ | 2,317,399 | 100% | \$2,317,399 | 2014-2024 | | | \$ - | \$ | - | \$ - |
| 4004 | Sherwood | Baker | Sunset | UGB south | Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter | \$ | 779,000 | 100% | | | \$ | 779,000 | 100% | \$779,000 | 2014-2024 | | | \$ - | \$ | - | \$ - |
| 4005 | Sherwood | Baler | Tualatin- Sherwood | Langer Farms | strips. Construct 2-lane collector status road with bike lanes, sidewalks, and planter strips | \$ | 3,802,000 | 100% | | | \$ | 3,802,000 | 100% | \$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 | 100% | | | \$ | 7,020,000 | 100% | \$7,020,000 | 2014-2024 | | | \$ - | \$ | i - | \$ - |
| 4007 | Sherwood | Brookman | OR 99W | Ladd Hill | Add turn lanes and center median | \$ | 13,440,917 | 100% | • | | \$ | 13,440,917 | 100% | \$13,440,917 | 2014-2024 | | | \$ - | \$ | - | \$ - |
| 4008 | Sherwood | Brookman | Middleton | | Traffic control improvements; add turn lane and relocate stop signage | \$ | 250,000 | 75% | | | \$ | 187,500 | 100% | \$187,500 | 2025-2039 | | | \$ - | \$ | - | \$ - |
| 4009 | Sherwood | Cedar Brook | Elwert | Handley | Construct 2-lane collector road | \$ | 13,000,000 | 100% | | | \$ | 13,000,000 | 100% | \$13,000,000 | 2025-2039 | | | \$ - | \$ | - | \$ - |

| Project ID | Jurisdiction | Facility | From | To | Project | ect Cost 2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | le Capacity | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | OT 2009- resent | Other Funding 2009-Present | Total TD other fur 2009-Pre | nding |
|---------------|--------------|--|--|------------|--|---------------------|--|---------------------------------------|--|------------------|-----------------|------------------------|---|--------------|------------------------|--------------------|-------------------------------|-----------------------------------|--------|
| 4010 | Sherwood | Edy | Borchers | | Improve 3-leg intersection, possible roundabout | \$ 2,000,000 | 100% | | | \$ 2,000,000 | 100% | \$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 | 100% | | | \$ 8,600,000 | 100% | \$8,600,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4012 | Sherwood | Edy/Sherwood | Borchers | 3rd | Add turn lanes and center median | \$ 7,427,562 | 100% | | | \$ 7,427,562 | 100% | \$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 | 100% | | | \$ 1,070,000 | 100% | \$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 | 100% | | | \$ 3,400,000 | 100% | \$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 | 100% | | | \$ 11,430,000 | 100% | \$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 | 100% | | | \$ 4,639,866 | 100% | \$4,639,866 | 2014-2024 | \$ 24,550 | \$ 4,744,372 | \$ 802,331 | \$ 20,177,775 | \$ 20,98 | 30,107 |
| 4017 | Sherwood | Elwert | Edy | | Intersection improvement Construct collector status road to | \$ 5,500,000 | 100% | | | \$ 5,500,000 | 100% | \$5,500,000 | 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 | 100% | | | \$ 8,190,000 | 100% | \$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 | 100% | | | \$ 6,340,000 | 100% | \$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 | 100% | | | \$ 2,000,000 | 100% | \$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 | 100% | | | \$ 3,243,000 | 100% | \$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 | 100% | | | \$ 6,712,000 | 100% | \$6,712,000 | 2014-2024 | \$ 134,787 | | \$ 186,370 | \$ 109,757 | \$ 29 | 96,127 |
| 4023 | Sherwood | Oregon | Tonquin | | Construct roundabout north of Oregon St/Murdock Roundabout | \$ 2,940,000 | 100% | | | \$ 2,940,000 | 100% | \$2,940,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 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 | 100% | | | \$ 3,808,260 | 100% | \$3,808,260 | 2014-2024 | | | \$ · | \$ 80,113 | \$ 8 | 30,113 |
| 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 | \$ 900,000 | 25% | | | \$ 225,000 | 100% | \$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 | 100% | | | \$ 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ · | \$ - | \$ | - |
| 4027 | Sherwood | Sunset | Main | | Install Traffic Signal | \$ 250,000 | 100% | | | \$ 250,000 | 100% | \$250,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | 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 | 100% | | | \$ 8,316,000 | | \$8,316,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4029 | Sherwood | Sunset | Timbrel | | Install single lane roundabout | \$ 300,000 | 100% | | | \$ 300,000 | 100% | \$300,000 | 2025-2039 | | | \$ | \$ - | \$ | - 7 |
| 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 | 100% | | | \$ 6,400,000 | 100% | \$6,400,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 4031 | Sherwood | Hwy 99W | Sunset | | Construct a 630 foot long 12 foot wide pedestrian bridge across 99W, Elwert and Kruger | \$ 12,000,000 | 100% | | | \$ 12,000,000 | 100% | \$12,000,000 | 2020-2025 | | | \$ - | \$ - | \$ | - |

| | | | | | | | | | | | | | | | | | 1 | |
|---------|-----------------------------|------------------------|--------------------|-------------------------|---|---|---------------|----------|--|---|--------|----------------------------|------------------------|--------------|------------------------|----------------------|----------------------|---------------|
| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
| | | | | | | | Project | Primary | Primary | | | | Project | | | | | Total TDT and |
| Project | | | _ | _ | | Project Cost | Related to | Funding | Funding | Eligible Capacity | Growth | Eligible SDC | Completion | | | TDT 2009- | Other Funding | other funding |
| ID | Jurisdiction | Facility | From | То | Project | (2014\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | Present | 2009-Present | 2009-Present |
| | Sherwood | TOTAL | | | | \$ 167,196,799 | | | | \$ 166,459,299 | 9 | \$166,459,299 | | \$ 1,497,526 | \$ 5,020,499 | \$ 2,580,643 | \$ 20,643,772 | \$ 23,224,415 |
| | Tigard | 68th | OR 99W Atlanta | Haines | Intersection improvement | \$ 2,394,646 | 100% | | | \$ 2,394,646 \$ 2,000,000 | 100% | \$2,394,646 \$2,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Tigard Tigard | 72nd | OR 99W | Haines | Intersection improvement Turn lanes | \$ 2,000,000 | 100% | | | \$ 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | | | | Complete Street, consistent with | | 10070 | | | | | | | | | ψ | | |
| 5003 | Tigard | 72nd | OR 99W | Hampton | adopted plan up to 5-lanes | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$15,000,000 | 2014-2024 | | | \$ 398 | \$ - | \$ 398 |
| 5004 | Tigard | 72nd | Hampton | Hunziker | Add southbound right turn & | \$ 386.233 | 100% | | | \$ 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ - | s - | s - |
| 0001 | rigara | 72110 | riampton | r idi iziitoi | protected left turn phasing | Ψ 000,200 | 10070 | | | ψ 000,200 | 10070 | ψ000,200 | 2020 2000 | | | <u> </u> | Ψ | <u> </u> |
| 5005 | Tigard | 72nd | Hampton | Hunziker | Expand the 217 overpass at 72nd Ave. to accommodate all modes | \$ 30,000,000 | 100% | | | \$ 30,000,000 | 100% | \$30,000,000 | 2014-2024 | | | s - | s - | s - |
| 3003 | rigaru | 721IU | Tiampion | Turizikei | up to 5 lanes | \$ 30,000,000 | 100% | | | \$ 30,000,000 | 10076 | φ30,000,000 | 2014-2024 | | | Ψ - | Ψ - | Ψ |
| EOOG | Tigard | 72nd | Hunziker | Bonita | Complete missing sidewalks and | \$ 7,261,185 | 100% | | | \$ 7,261,185 | 100% | \$7,261,185 | 2014-2024 | | | s - | \$ - | ¢ |
| | · | | | DUIIIIa | bike lanes | | | | | . , . , | | | | | | Ф - | Φ - | Φ - |
| 5007 | Tigard | 72nd | Bonita | | Intersection improvement | \$ 1,114,134 | 100% | | | \$ 1,114,134 | 90% | \$998,380 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5008 | Tigard | 72nd | Bonita | Durham | Complete Street, consistent with adopted plan up to 5-lanes | \$ 9,269,598 | 100% | | | \$ 9,269,598 | 100% | \$9,269,598 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5009 | Tigard | 72nd | Carman | | NB right turn lane | \$ 308,987 | 100% | | 1 | \$ 308,987 | 100% | \$308,987 | 2025-2039 | | | \$ - | \$ - | s - |
| | | 72nd | Upper Boones | | Intersection improvement & signal | \$ 1.544.933 | 100% | | | \$ 1.544.933 | 89% | \$1,368,928 | 2025-2039 | | | \$ 13,124 | s - | 6 40.404 |
| | Tigard | | Ferry | | upgrade | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | , | | | | | | \$ 13,124 | ъ - | \$ 13,124 |
| | Tigard | OR 99W | Walnut | | Intersection improvements | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 84% | \$4,220,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tigard Tigard | OR 99W OR 99W | McDonald Durham | Gaarde | WB right turn lane Intersection improvements | \$ 10,000,000 | 100% 100% | | | \$ 10,000,000 | 91% | \$0 \$9,860,000 | 2025-2039 2014-2024 | | | \$ 1,223,301 \$ - | \$ 3,894,075 \$ - | \$ 5,117,375 |
| 5014 | Tigard | 121st | North Dakota | 1 | New signal system | \$ 231.740 | 100% | | | \$ 231,740 | 100% | \$231,740 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | | Malaut | Widen to 3 lanes with sidewalks & | * | | | | | | | | | | \$ - | \$ - | ¢ |
| 5015 | Tigard | 121st | North Dakota | Walnut | bikelanes | \$ 7,647,418 | 100% | | | \$ 7,647,418 | 100% | \$7,647,418 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5016 | Tigard | 121st | Whistler | Tippit | Widen with sidewalks and bike | \$ 4,325,812 | 100% | | | \$ 4,325,812 | 100% | \$4,325,812 | 2025-2039 | \$ 57,145 | \$ 559,773 | \$ 123,641 | \$ 1,371,800 | \$ 1,495,441 |
| | | Bonita | Hall | I-5 | lanes | \$ 6,179,732 | 100% | | | \$ 6,179,732 | 85% | \$5,272,615 | 2014-2024 | * | * ******** | ¢ .==, | ¢ .,, | ¢ 1,100,111 |
| | Tigard Tigard | Bonita | Sequoia | 1-5 | Widen to 4 lanes New traffic signal and turn lanes | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 100% | \$5,272,615 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tigard | Carman | I-5 | | Turn lanes | \$ 1,081,453 | 100% | | | \$ 1,081,453 | 100% | \$1,081,453 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Tigard | Dartmouth | OR 99W | | | \$ 6,000,000 | 100% | | | \$ 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5021 | Tigard | Dartmouth | 72nd | 68th | Widen to 4 lanes | \$ 1,853,920 | 100% | | | \$ 1,853,920 | 100% | \$1,853,920 | 2014-2024 | | | \$ 873,376 | \$ 1,576,067 | \$ 2,449,443 |
| 5022 | Tigard | Durham | Upper Boones | | Intersection improvement | \$ 1,544,933 | 100% | | | \$ 1,544,933 | 89% | \$1,368,928 | 2025-2039 | \$ 1,042 | | \$ 125,360 | \$ - | \$ 125,360 |
| | Tigard | Greenburg | Ferry Olsen | Hall | Intersection improvement | \$ 849,713 | 100% | | | \$ 849.713 | 93% | \$791.613 | 2014-2024 | | | ¢ - | ¢ - | ۹ . |
| | Tigard | Greenburg | Shady | Tiedeman | Widen to 5 lanes | \$ 8,000,000 | 100% | | | \$ 8,000,000 | 84% | \$6,745,098 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tigard | Greenburg | Tiedeman | | Intersection improvement | \$. | 100% | | | \$ | 84% | \$0 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Tigard | Greenburg | Tiedeman | OR 99W | Complete direct up to chance | \$ 14,900,000 | 100% | | | \$ 14,900,000 | 100% | \$14,900,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5027 | Tigard | Hall | Pfaffle | | | \$ 1,260,000 | 100% | | | \$ 1,260,000 | 100% | \$1,260,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5028 | Tigard | Hall | McDonald | Bonita | Turn lanes at both intersections; aux lanes between intersections: | \$ 8,900,000 | 100% | | | \$ 8,900,000 | 93% | \$8,277,000 | 2014-2024 | | | \$ - | s - | ¢ . |
| 3020 | rigara | rian | WicDonald | Bornta | bike lanes and sidewalks | Ψ 0,300,000 | 10070 | | | ψ 0,500,000 | 3370 | ψ0,277,000 | 2014 2024 | | | Ψ | Ψ | Ψ |
| 5020 | Tigard | Highway 217 | Hunziker | Tigard Triangle | Construct new complete street | \$ 30,000,000 | 100% | | | \$ 30,000,000 | 100% | \$30,000,000 | 2014-2024 | | | s - | s - | ¢ . |
| | | Overcrossing | | (Beveland) | overcrossing of Hwy 217 | | | | | | | | | | | Ψ - | Ψ - | Ψ - |
| 5030 | Tigard | Locust | Greenburg | Hall | Complete street improvement | \$ 2,471,893 | 100% | | | \$ 2,471,893 | 100% | \$2,471,893 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5031 | Tigard | McDonald | Hall | | Right turn lane from Hall to McDonald & signal system upgrade | \$ 772,466 | 100% | | | \$ 772,466 | 99% | \$766,702 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5032 | Tigard | Nimbus | Scholls Ferry | | Intersection improvement | \$ 1,776,673 | 100% | | | \$ 1,776,673 | 100% | \$1,776,673 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Tigard | Nimbus | Scholls Ferry | Greenburg | 3-lane extension | \$ 23,173,994 | 100% | | | \$ 23,173,994 | 100% | \$23,173,994 | 2014-2024 | | | s - | s - | s - |
| 3033 | rigaru | extension | Scribils Ferry | Greenburg | | φ 23,173,994 | 100% | | | \$ 25,175,994 | 10070 | φ23,173,334 | 2014-2024 | | | Ψ - | Ψ - | Ψ - |
| 5004 | . | 0 "" | | Hall | Reconfigure Scoffins to intersect | | 4000/ | | | \$ 15,000,000 | 4000/ | A45 000 000 | | | | • | s - | |
| 5034 | Tigard | Scoffins | Hunziker | Hall | Hall at Hunziker & modify to 4-way signal | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5005 | | Tiedeman / | - · | | Realign one or both streets so they | | 750/ | | | . 7500.000 | 000/ | ****** | | | | • | _ | _ |
| 5035 | Tigard | North Dakota | Tigard | Greenburg | intersect west of the railroad | \$ 10,000,000 | 75% | | | \$ 7,500,000 | 89% | \$6,675,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5036 | Tigard | Upper Boones | Durham | 1-5 | Widen to 5 lanes | \$ 6,000,000 | 100% | | | \$ 6,000,000 | 89% | \$5,340,000 | 2014-2024 | | | \$ 17,752 | s - | \$ 17,752 |
| | Tigard | Ferry Walnut | 121st | Tiedeman | | \$ 4.325.812 | 100% | | | \$ 4.325.812 | 100% | \$4.325.812 | 2025-2039 | | | | \$ 8.048.297 | |
| | Tigard | Walnut | Tiedeman | OR 99W | Widen to 3 lanes Widen to 3 lanes | \$ 4,325,812 | 100% | | | \$ 4,325,812 | 100% | \$3,862,332 | 2025-2039 | | | \$ 5,192 | \$ 8,048,297 | \$ 8,053,489 |
| | Tigard | Walnut | OR 99W | O.C. CO. | | \$ 1,776,673 | 100% | | | \$ 1,776,673 | 100% | \$1,776,673 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Tigard | Walnut | OR 99W | Scoffins | New 3-lane collector | \$ 29,353,726 | 100% | | | \$ 29,353,726 | 100% | \$29,353,726 | 2014-2024 | | | s - | \$ - | ۹ . |
| 3040 | rigaru | extension | OIX 3344 | Ocomins | New 3 lane collector | Ψ 25,555,720 | 10070 | | | Ψ 25,555,720 | 10070 | Ψ20,000,720 | 2014 2024 | | | Ψ | Ψ | • |
| | | Washington | | Couth mall area | 2 lone overgrapping of Huy 217 | | | | | | | | | | | | | |
| 5041 | Tigard | Square Overcrossing | Nimbus | (Locust St.) | 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes | \$ 39,781,536 | 100% | | | \$ 39,781,536 | 100% | \$39,781,536 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | (South) | | (| S.237dillo & Dillolarioo | | | | | | 1 | | | | | | | |
| 5042 | Tigard | Roy Rogers | Scholls Ferry | UGB | Widen to 5 lanes | \$ 39,400,000 | 100% | | | \$ 39,400,000 | 74% | \$29,156,000 | 2014-2024 | \$ 796,821 | \$ 12,730,600 | \$ 1,796,263 | \$ 36,132,064 | \$ 37,928,327 |
| | | L . | | L . | Sidewalk infill and intersection | | | l | | | 1 | | l | | | | | |
| 5043 | Tigard | Tiedeman | Fanno Creek | Greenburg | safety improvements at N Dakota | \$ | 100% | | | \$ | 100% | \$0 | 2014-2024 | \$ 343 | | \$ 11,587 | \$ - | \$ 11,587 |
| 5044 | Tigard | Atlanta | 68th | 74th | and Tigard streets Extend collector roadway | \$ 10.000.000 | 100% | | | \$ 10,000,000 | 100% | \$10.000.000 | 2025-2039 | | | \$ - | \$ - | |
| | | | | Hermoso/Bevel | | | | | | ,, | | ,, | | | | Ψ | Ψ | |
| | Tigard | 74th | 99W | and | Extend collector roadway | \$ 10,000,000 | 100% | | | \$ 10,000,000 | | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | |
| | Tigard | McDonald | Hall | 99W | Complete street improvement | \$ 10,100,000 | 100% | | | \$ 10,100,000 | 96% | \$9,696,000 | 2014-2024 | | | \$ - | \$ - | |
| 5047 | Tigard | Hunziker | 72nd | Hall | Sidewalk infill and bike lanes | \$ 2,000,000 | 100% | | ! | \$ 2,000,000 | 100% | \$2,000,000 | 2014-2024 | | | \$ - | \$ - | |
| 5048 | Tigard | I-5 Overcrossin | g Beveland | Southwood (Lake Oswego) | Bicycle/pedestrian bridge | \$ | 100% | | | \$ | 100% | \$0 | 2025-2039 | | | \$ - | \$ - | |
| | | 1 | | Lano corrego) | 1 | | | 1 | | | | 1 | 1 | | | | 1 | |

| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
|------------------|--------------------|------------------------------------|------------------------------|---------------------------|--|------------------------------|----------------------------|-------------------|--------------------|------------------------------|-----------------|----------------------------|-------------------------|--------------|------------------------|----------------------|-------------------------------|-------------------------------|
| | | | | | | | Project | Primary | Primary | | | | Project | | | | | Total TDT and |
| roject ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Related to Capacity (%) | Funding Source | Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other funding 2009-Present |
| 5049 T | igard | Wall St Ext | Wall | Tech Center Dr | New Street from Hunziker to Tech Center Dr | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 100% | \$5,000,000 | 2014-2024 | | | \$ - | \$ - | |
| 5050 T | | Durham/Upper Boones Ferry | Upper Boones Ferry | 92nd Ave | Install traffic signal coordination on Durham and Upper Boones Ferry | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 56% | \$560,000 | 2014-2024 | | | \$ - | \$ - | |
| 5051 T | | OR 99W | Hall Blvd | | Intersection Improvements | \$ 6,500,000 | 100% | | | \$ 6,500,000 | 100% | \$6,500,000 | 2019-2029 | | | ¢ . | ¢ | |
| | | TOTAL | I Iali bivu | | | \$ 402,349,542 | 10078 | | | \$ 399,849,542 | 10078 | \$383,039,894 | \$74,990 | \$ 855,352 | \$ 13,290,373 | \$ 4,189,993 | \$ 51,022,302 | \$ 55,212,296 |
| 6000 T | ualatin | 65th | Nyberg Lane | I-205 | Multi-use path | \$ 9,734,000 | 100% | | | \$ 9,734,000 | 82% | \$8,023,973 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6001 T | | 95th | Tualatin- Sherwood | Avery | Bike lanes | \$ 2,920,000 | 100% | | | \$ 2,920,000 | 100% | \$2,920,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6002 T | ualatin | 105th/Blake/ 108th | Avery | Willow | Widen to 3 lanes, bike lanes & sidewalk | \$ 5,086,000 | 100% | | | \$ 5,086,000 | 100% | \$5,086,000 | 2014-2024 | \$ 309,312 | | \$ 506,439 | \$ - | \$ 506,439 |
| 6003 T | ualatin | 115th | Blake | 124th | New street - major collector | \$ 31,446,000 | 100% | | | \$ 31,446,000 | 100% | \$31,446,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6004 T | | 124th/Basalt Creek | Tualatin- Sherwood | Grahams Ferry | Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th | \$ 14,000,000 | 100% | | | \$ 14,000,000 | 100% | \$14,000,000 | 2014-2024 | | \$ 67,834 | \$ - | \$ 496,518 | \$ 496,518 |
| 6005 T | | Avery | Tualatin- Sherwood | Teton | Widen to 3 lanes | \$ 3,600,000 | 100% | | | \$ 3,600,000 | 100% | \$3,600,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6006 T | | Avery | 105th | | Olgital Ticw | \$ 254,914 \$ 339,885 | 75% | | | \$ 191,185 | 100% | \$191,185 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6007 T | | Avery Basalt Creek East-West | Teton Boones Ferry | I-5 | Signal - new Extend 4/5-lane arterial to I-5. | \$ 5,000,000 | 75% 100% | | | \$ 254,914 \$ 5,000,000 | 100% | \$254,914 \$5,000,000 | 2025-2039 | \$ 20,188 | | \$ 73,198 | \$ - | \$ 73,198 |
| 6009 T | ualatin | Arterial Blake | 124th | 115th | New street - minor collector | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | S - | \$ - | s - |
| 6010 T | | Boones Ferry | Lower Boones Ferry | | Fill sidewalk gaps | \$ 50,000 | 100% | | | \$ 50,000 | 100% | \$50,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6011 T | ualatin | Boones Ferry | Lower Boones Ferry | Martinazzi | Widen to 5 lanes and bridge | \$ 13,579,200 | 100% | | | \$ 13,579,200 | 90% | \$12,265,084 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6012 T | ualatin | Boones Ferry | Tualatin- Sherwood | lbach | Widen to 3 lanes | \$ 5,098,279 | 100% | | | \$ 5,098,279 | 92% | \$4,690,416 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6013 T | ualatin | Boones Ferry | lbach | Norwood | Widen to 3 lanes | \$ 660,000 | 100% | | | \$ 660,000 | 100% | \$660,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6014 T | ualatin | Boones Ferry | Tualatin High School | | Fill sidewalk gaps | \$ 315,000 | 100% | | | \$ 315,000 | 100% | \$315,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6015 T | | Cipole | OR 99W | Tualatin- Sherwood | Add left turn lane & bike lanes | \$ 10,196,557 | 100% | | | \$ 10,196,557 | 100% | \$10,196,557 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6016 T | ualatin | Cipole Cipole | Cummins Herman | | Signal - new Signal & realign railroad | \$ 339,885 \$ 3.058,967 | 75% 75% | | | \$ 254,914 \$ 2.294,225 | 100% | \$254,914 \$2,294,225 | 2025-2039 | | | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| 6018 T | | Grahams Ferry | Ibach | Helenius | | \$ 4,980,000 | 100% | | | \$ 4,980,000 | 100% | \$4,980,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6019 T | ualatin | Grahams Ferry | Helenius | | Signal - new | \$ 254,914 | 75% | | | \$ 191,185 | 100% | \$191,185 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6020 T | | Hazelbrook | OR 99W | Jurgens | TTIGOTI TO O IGNOO | \$ 3,543,000 | 100% | | | \$ 3,543,000 | 100% | \$3,543,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6021 T 6022 T | | Helenius Herman | 109th Cipole | Grahams Ferry Tualatin | | \$ 1,403,000 \$ 3,393,000 | 100% | | | \$ 1,403,000 \$ 3,393,000 | 100% | \$1,403,000 \$3,393,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | ualatin | Herman | Cipole | 124th | Add left turn lane | \$ 1,563,472 | 100% | | | \$ 1,563,472 | 100% | \$1,563,472 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | ualatin | Leveton | 108th | | Signal - new | \$ 254,914 | 75% | | | \$ 191,185 | 100% | \$191,185 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6025 T 6026 T | | Loop Road | Boones Ferry Boones Ferry | Nyberg Warm Springs | New street - minor collector Bike lane | \$ 4,248,566 \$ 2,403,000 | 100% 100% | | | \$ 4,248,566 \$ 2,403,000 | 100% | \$4,248,566 \$2,403,000 | 2025-2039 2014-2024 | | | \$ - \$ - | \$ - \$ - | \$ - |
| 6026 T | | Martinazzi Martinazzi | Sagert | wann opnings | Signal/roundabout - new | \$ 2,400,000 | 75% | | | \$ 1,800,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6028 T | ualatin | McEwan | 65th | Lake Oswego city limit | | \$ 3,908,680 | 100% | | | \$ 3,908,680 | 100% | \$3,908,680 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6029 T | ualatin | Myslony | 124th | 112th | Widen to 3 lanes, add bridge | \$ 14,030,000 | 100% | | | \$ 14,030,000 | 100% | \$14,030,000 | 2014-2024 | | | \$ 1,846,799 | \$ 599,369 | \$ 2,446,168 |
| 6030 T | ualatin | Norwood | Boones Ferry | East city limits | Widen to 3 lanes, add sidewalks & bike lanes | \$ 3,129,000 | 100% | | | \$ 3,129,000 | 100% | \$3,129,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6031 T | ualatin | Sagert | I-5 overpass | 72nd | Bike lanes & sidewalks | \$ 3,282,000 | 100% | | | \$ 3,282,000 | 100% | \$3,282,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 6032 T | | Sagert | 65th | | Signal - new | \$ 679,770 | 75% | | | \$ 509,828 | 100% | \$509,828 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6033 T | i | Teton | Tualatin | Tualatin- | Olgitar 11011 | \$ 609,000 | 75% | | | \$ 456,750 | 100% | \$456,750 | 2014-2024 | | | Ψ | \$ - | \$ - |
| | | Teton | Herman Tualatin- | Sherwood | Widen to 3 lanes | \$ 2,464,000 | 100% | | | \$ 2,464,000 | 100% | \$2,464,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6035 T | | Teton Tualatin | Sherwood 115th | | Add SB right turn lane Signal - new | \$ 890,000 \$ 609,000 | 100% 75% | | | \$ 890,000 \$ 456,750 | 100% | \$890,000 \$456,750 | 2014-2024 2025-2039 | | | \$ - \$ - | \$ - | \$ - |
| | ualatin | Tualatin- Sherwood | Boones Ferry | | Add EB right turn lane | \$ 792,000 | 100% | | | \$ 456,750 | 100% | \$456,750 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6038 T | | Nyberg | I-5 | | Additional on-ramp lane from westbound Nyberg to northbound I- | | 100% | | | \$ 792,000 | 100% | \$792,000 | 2014-2024 | | | s - | s - | \$ - |
| | | | | | 5 (NE quadrant of interchange) | \$ 171,308,004 | 100% | | | \$ 169,107,692 | 100% | \$165,675,686 | 2014-2024 | \$ 329,500 | \$ 67.004 | \$ 2,426,436 | \$ 1,095,887 | * |
| - | udidtill | TOTAL | ı | l I | Add sidewalks and bike lanes; add | g 171,308,004 | | | | φ 109,107,692 | | \$100,075,086 | | φ 329,500 | φ 67,834 | y 2,420,436 | ψ 1,095,88 <i>/</i> | φ 3,5∠∠,3∠3 |
| 1000 V | Vash Co | 80th | Oleson | Oak | turn lanes at appropriate intersections | \$ 13,000,000 | 90% | | | \$ 11,700,000 | 100% | \$11,700,000 | 2040+ | | | \$ - | \$ 611,896 | \$ 611,896 |
| 1001 V | | 92nd/Allen | Scholls Ferry | Garden Home | Widen to 3 lanes | \$ 3,922,000 | 100% | | | \$ 3,922,000 | 85% | \$3,325,673 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | 113th 113th | McDaniel Rainmont | Rainmont Cornell | New 2-lane collector road Sidewalk infill | \$ 6,000,000 \$ 6,300,000 | 100% 90% | | | \$ 6,000,000 \$ 5,670,000 | 100% | \$6,000,000 \$5,670,000 | 2025-2039 2025-2039 | | | \$ - | \$ - \$ - | \$ - |
| 1002 V | | | rainmont | Cornell | Sidewaik Intili | Φ,300,000 | 90% | | | υ00,010,000 | 100% | ψο,υτυ,υυ <u>υ</u> | 2025-2039 | | | φ - | φ - | φ - |
| 1002 V 1003 V | Vash Co Vash Co | 119th | McDaniel | Cornell | Add sidewalks and bike lanes; add turn lanes at appropriate | \$ 12,000,000 | 90% | | | \$ 10,800,000 | 100% | \$10,800,000 | 2040+ | | | s - | s - | s - |

| | | | | | | | | Proportion of | Other | Other | | | | | Estimated | | | | | | Tota | I TDT and |
|--------------|--------------------|---------------------------|------------------------|--------------------------|---|----|--------------------------|-----------------------|--------------------|--------------------|-------------|------------------------|--------------|------------------------------|------------------------|--|------------------------|-----------|------|---------------|-------------|-----------|
| Project | | | | | | Pr | oject Cost | Project Related to | Primary Funding | Primary Funding | Eligible | Capacity | Growth | Eligible SDC | Project Completion | | | TDT 200 | 09- | Other Funding | | r funding |
| ΙĎ | Jurisdiction | Facility | From | То | Project | | (2014\$) | Capacity (%) | Source | Revenue | Am | ount | Share | Amount | Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | Preser | nt | 2009-Present | | 9-Present |
| | | | | | Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; | | | | | | | | | | | | | | | | | |
| 1006 | Wash Co | 170th | Merlo | Alexander | replace bridge over Beaverton | \$ | 15,277,000 | 100% | | | \$ 1 | 5,277,000 | 84% | \$12,839,181 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | | | | | Creek | | | | | | | | | | | | | | | | | |
| 1007 | Wash Co | 173rd | Bronson | Cornell | Extend 173rd Ave under or over US 26 connecting to 174th Ave | \$ | 58,640,000 | 100% | | | \$ 5 | 8,640,000 | 100% | \$58,640,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 1008 | Wash Co | 174th | Meadowgrass | Bronson | | \$ | 16,230,000 | 100% | | | \$ 1 | 6,230,000 | 100% | \$16,230,000 | 2025-2039 | † | | \$ | - | \$ - | \$ | - |
| 1009 | Wash Co | 175th | Rigert | Weir | Widen to 3 lanes | \$ | 13,950,000 | 100% | | | | 3,950,000 | 100% | \$13,950,000 | 2014-2024 | | | \$ | - | \$ - | \$ | |
| | Wash Co | 175th | Kemmer | | Intersection improvement Realign roadway, improve to | \$ | 2,500,000 | 100% | | | - | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | \$ 11,848 | \$ | - | \$ 7,156,283 | Ť . | 7,156,283 |
| 1011 | Wash Co | 175th | Outlook | Horse Tale | standard | \$ | 6,000,000 | 25% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Wash Co | 185th | UGB | Springville | Widen to 3 lanes | \$ | 5,000,000 | 100% | | | | 5,000,000 | 100% | \$5,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 1013 | Wash Co Wash Co | 185th 185th | Springville Blanton | West Union Farmington | Widen to 5 lanes Widen to 5 lanes | \$ | 5,100,000 12,163,000 | 100% 100% | | | | 5,100,000 2,163,000 | 97% 100% | \$4,948,515 \$12,163,000 | 2014-2024 2025-2039 | | | \$ | - | \$ 5,985,834 | \$ 5 | 5,985,834 |
| | Wash Co | 185th | Farmington | Bany | | \$ | 14,522,370 | 100% | | | | 4,522,370 | 100% | \$14,522,370 | 2025-2039 | † | | \$ | - | \$ 120,946 | \$ | 120,946 |
| | | | | | Add sidewalks and bike lanes; add | | | | | | | | | | | | | | | _ | | |
| 1016 | Wash Co | 197th/198th | Baseline | Alexander | turn lanes at appropriate intersections; eliminate offset | \$ | 18,000,000 | 90% | | | \$ 1 | 6,200,000 | 100% | \$16,200,000 | 2040+ | | | \$ | - | \$ - | \$ | - |
| 1017 | Wash Co | 198th | Alexander | Blanton | Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwv | \$ | 10,450,000 | 100% | | | \$ 1 | 0,450,000 | 100% | \$10,450,000 | 2014-2024 | | \$ 1,502,921 | \$ | - | \$ 7,599,399 | \$ 7 | 7,599,399 |
| 1018 | Wash Co | 198th | Blanton | Farmington | Widen to 3 lanes | \$ | 27,900,000 | 100% | | | \$ 2 | 7,900,000 | 100% | \$27,900,000 | 2014-2024 | <u> </u> | \$ 4,012,582 | \$ | - | \$ 21,003,952 | \$ 2 | 1,003,952 |
| 1019 | Wash Co | 205th/206th | Quatama | Baseline | Widen to 5 lanes; replace bridge | \$ | 31,000,000 | 100% | | | \$ 3 | 1,000,000 | 100% | \$31,000,000 | 2025-2039 | | | \$ | - | \$ 409,467 | \$ | 409,467 |
| | | | - | | over Beaverton Creek Widen to 5 lanes: reconstruct rail | - | | | | - | | , | | | 1 | | 1 | | | , | | |
| 1020 | Wash Co | 209th | TV Hwy | Farmington | crossing and signal, add EB right | s | 44,396,000 | 100% | | | \$ 4 | 4,396,000 | 100% | \$44,396,000 | 2014-2024 | | \$ 2,141,965 | \$ | | \$ 7,640,461 | ٠. | 7,640,461 |
| 1020 | Wasii Co | 209111 | I v i iwy | annington | turn lane at TV Hwy; widen | φ | 44,330,000 | 10076 | | | Ψ 4 | 4,330,000 | 10078 | φ44,390,000 | 2014-2024 | | 2,141,903 | Ψ | - | y 7,040,401 | ا پ | 7,040,401 |
| | | - | - | - | Butternut Creek bridge Add sidewalks, streetscape | | | | | | 1 | | | | + | - | | | | | ├─ | |
| 1021 | Wash Co | Alexander | 192nd | 178th | features, bicycle facilities, signal at | s | 9,293,000 | 90% | | | s | 8,363,700 | 100% | \$8,363,700 | 2014-2024 | | | \$ | | s - | \$ | |
| 1021 | wasn co | Alexander | 192nd | 178tn | 185th Ave, turn lanes at major | Э | 9,293,000 | 90% | | | \$ | 8,363,700 | 100% | \$8,363,700 | 2014-2024 | | | э | - | 5 - | э | - |
| 1022 | Wash Co | Barnes | 119th | Cedar Hills | intersections Widen to 5 lanes | \$ | 4,000,000 | 100% | | | \$ | 4,000,000 | 77% | \$3,072,464 | 2014-2024 | | | \$ | _ | ¢ | • | |
| | | | Catlin Gabel | | | | | | | | | | | | | | | T | - | φ <u>-</u> | • | 100 171 |
| | Wash Co | Barnes | entrance | Miller | Widen to 5 lanes | \$ | 18,000,000 | 100% | | | | 8,000,000 | 88% | \$15,824,176 | 2014-2024 | | | Ψ | - | \$ 166,174 | \$ | 166,174 |
| 1024 | Wash Co | Barnes Basalt Creek | Miller | County line | Widen to 3 lanes | \$ | 8,800,000 | 100% | | | \$ | 8,800,000 | 100% | \$8,800,000 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| 1025 | Wash Co | East-West | Grahams Ferry | Boones Ferry | Construct new 4/5-lane arterial | \$ | 30,000,000 | 100% | | | \$ 3 | 0,000,000 | 100% | \$30,000,000 | 2025-2039 | | \$ 152,874 | \$ | - | \$ 285,398 | \$ | 285,398 |
| 1006 | Wash Co | Arterial Beef Bend | 150th | 131st | Widen to 3 lanes | s | 15.000.000 | 100% | | | \$ 1 | 5.000.000 | 100% | \$15,000,000 | 2040+ | | \$ 39.469 | e | | \$ 531.575 | s | 531.575 |
| | Wash Co | Bull Mountain | Roy Rogers | OR 99W | | \$ | 34,000,000 | 100% | | | | 4,000,000 | 84% | \$28,697,248 | 2040+ | | φ 39,409 | \$ | - | \$ 14,457 | \$ | 14,457 |
| | | | | | Add sidewalks and bike lanes; add | | | | | | | | | | | | | | | | | |
| 1028 | Wash Co | Butner | Murray | Cedar Hills | turn lanes at appropriate intersections | \$ | 12,730,247 | 90% | | | \$ 1 | 1,457,223 | 100% | \$11,457,223 | 2040+ | | \$ 1,223,473 | \$ | - | \$ 2,002,746 | \$ 2 | 2,002,746 |
| 1029 | Wash Co | Clutter/Ridder | Grahams Ferry | Garden Acres | Widen to 3 lanes | \$ | 2,100,000 | 40% | | | \$ | 840,000 | 100% | \$840,000 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| 1030 | Wash Co | Cornelius Pass | Frances | TV Highway | Widen to 5 lanes | \$ | 11.307.000 | 100% | | | \$ 1 | 1.307.000 | 100% | \$11.307.000 | 2014-2024 | | \$ 5,816,124 | s | 528 | \$ 8.678.134 | \$ 8 | 8.678.662 |
| 1031 | Wash Co | Cornell | US 26 | Murray | Widen to 5 lanes | \$ | 40.620.000 | 100% | | | \$ 4 | 0.620.000 | 100% | \$40,620,000 | 2025-2039 | | ,, | \$ | - | \$ 1,210,641 | \$ | 1.210.641 |
| 1032 | Wash Co | Cornell | 143rd / Science | | Reconfigure intersection | \$ | 12,400,000 | 100% | | | \$ 1 | 2,400,000 | 100% | \$12,400,000 | 2025-2039 | | | ¢ | _ | \$ - | \$ | |
| | Wash Co | | Park 102nd | Ot-li | | \$ | 18.000.000 | 100% | | | | 8.000.000 | 100% | \$18,000,000 | 2040+ | | | Φ | _ | Φ | \$ | |
| | | Cornell | Wilsonville city | County line | Widen to 3 lanes Widen to 3 lanes, add turn pockets | - | .,, | | | | * . | -,, | | | | 1 | | Ψ | - | \$ - | Ÿ | |
| 1034 | | Elligsen | limit | 65th | & signal at 65th | \$ | 5,000,000 | 60% | | | 1 ' | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | * | | \$ - | \$ | - |
| | Wash Co Wash Co | Evergreen Farmington | East of 25th 209th | West of 253rd 185th | Multi-modal improvements Widen to 5 lanes | \$ | 1,800,000 42,000,000 | 100% 100% | | | | 1,800,000 2,000,000 | 100% 85% | \$1,800,000 \$35,853,659 | 2008-2017 2025-2039 | 1 | | \$ | - | \$ 679 | \$ | 679 |
| | Wash Co | Farmington | 185th | Kinnaman | Widen to 5 lanes Widen to 5 lanes | \$ | 27,299,000 | 100% | | - | | 7,299,000 | 99% | \$26,944,468 | 2025-2039 | 1 | 1 | \$ | - | \$ - | \$ | |
| | | | | | Add sidewalks and bike lanes; add | | | | | | | | | | | | | _ | | | | |
| 1038 | Wash Co | Fischer | 131st | OR 99W | turn lanes at appropriate intersections | \$ | 4,580,000 | 90% | | | \$ | 4,122,000 | 100% | \$4,122,000 | 2025-2039 | | 1 | \$ 472 | ,713 | \$ 2,443,770 | \$ 2 | 2,916,483 |
| 1039 | Wash Co | Garden Home | 92nd | Oleson | | \$ | 9,000,000 | 100% | | 1 | \$ | 9,000,000 | 100% | \$9,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| 1040 | Wash Co | Germantown | Cornelius Pass | | Intersection improvement | \$ | 3,000,000 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | \$ 7,896 | \$ 1,309, | ,042 | \$ 277,937 | \$ ' | 1,586,979 |
| 1041 1042 | Wash Co Wash Co | Germantown Glencoe/1st | 185th Harewood | Jackson | Intersection improvement Widen to 3 lanes | \$ | 3,000,000 | 100% 100% | | | | 3,000,000 0,700,000 | 100% 100% | \$3,000,000 \$10,700,000 | 2025-2039 | 1 | 1 | \$ | - | \$ - \$ - | \$ | |
| | | | | | Widen to 3 lanes; add signal and | | | | | - | | | | | | 1 | 1 | φ | | ψ <u>-</u> | φ | |
| 1043 | Wash Co | Grahams Ferry | Helenius | Clay | improve geometry at Tonquin Rd | \$ | 11,100,000 | 100% | | | \$ 1 | 1,100,000 | 100% | \$11,100,000 | 2025-2039 | 1 | | \$ | - | \$ - | \$ | |
| 1044 | Wash Co | Grahams Ferry | Cahalin | County line | Widen to 3 lanes; upgrade railroad crossing; add signal at Clutter Rd | \$ | 9,700,000 | 100% | | | \$ | 9,700,000 | 100% | \$9,700,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 1045 | Wash Co | Greenburg | Hall | Locust | Widen to 5 lanes | \$ | 23,019,501 | 100% | | | \$ 2 | 3,019,501 | 93% | \$21,445,518 | 2025-2039 | | <u> </u> | \$ | - | \$ - | \$ | |
| 1046 | Wash Co | Hall | Scholls Ferry | Oleson | Widen to 5 lanes | \$ | 2,401,000 | 100% | | | \$ | 2,401,000 | 100% | \$2,401,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Wash Co | Hall Hall | Oleson | OR 99W | | \$ | 13,800,000 | 100% | | | | 3,800,000 | 95% | \$13,164,474 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| | Wash Co Wash Co | Hall Jenkins | OR 99W 158th | Durham Murray | Widen up to 5 lanes Widen to 5 lanes | \$ | 42,500,000 15,530,000 | 100% 100% | | | | 2,500,000 5,530,000 | 92% 79% | \$39,022,727 \$12,253,028 | 2025-2039 2014-2024 | \$ 2,250,000 | \$ 1.398.748 | \$ 2,250, | .000 | \$ 14,407,190 | \$ 1/ | 6,657.190 |
| | | | | | Add sidewalks and bike lanes; add | | | | | | | | | | | | .,,, | | | | | |
| 1050 | Wash Co | Johnson | Cornelius Pass | 185th | turn lanes at appropriate | \$ | 24,333,000 | 90% | | | \$ 2 | 1,899,700 | 100% | \$21,899,700 | 2025-2039 | \$ 29,721 | | \$ 1,721, | ,605 | \$ - | \$ 1 | 1,721,605 |
| | l | | | 1 | intersections | | | | | l | 1 | | | | 1 | <u> </u> | <u> </u> | | | | | |

| | | | 1 | | | | | | | | | | | 1 | | | | |
|---------------|--------------------|------------------------------|---------------------------|--------------------------|--|------------------------------|----------------------------|---|--------------------|------------------------------|----------------|------------------------------|------------------------|--------------|-------------------------|----------------------|-------------------------------|-------------------------------|
| | | | | | | | Proportion of Project | Other | Other Primary | | | | Estimated Project | | | | | Total TDT and |
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Related to Capacity (%) | Funding Source | Funding Revenue | Eligible Capacity | Growth | Eligible SDC Amount | Completion | FY 20-21 TDT | FY 20-21 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other funding 2009-Present |
| | | | | | Add sidewalks and bike lanes; add | (==::+) | оправну (<i>1</i> -0) | | | | - | | | | | | | |
| 1051 | Wash Co | Johnson | 185th | 170th | turn lanes at appropriate intersections; complete missing section over drainage | \$ 14,027,00 | 95% | | | \$ 13,325,65 | 0 100% | \$13,325,650 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1052 | Wash Co | Kaiser/143rd | Bethany | Cornell | Widen to 3 lanes | \$ 38,357,00 | 100% | | | \$ 38,357,00 | 0 100% | \$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 | \$ 26,810,00 | 90% | | | \$ 24,129,00 | 0 100% | \$24,129,000 | 2025-2039 | | | ¢ | s - | ¢. |
| | | Kililalilali | | i amington | intersections Realign offset intersection, | ,, | | | | ,, | | | | | | Ψ - | Ť | Ψ - |
| 1054 | Wash Co | Kinnaman | 198th | | signalize or add roundabout Straighten curves: add sidewalks | \$ 4,971,00 | 100% | | | \$ 4,971,00 | 0 100% | \$4,971,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1055 | Wash Co | Laidlaw | Skycrest | Lakeview | and bike lanes; add turn lanes at appropriate intersections | \$ 10,000,000 | 90% | | | \$ 9,000,00 | 0 100% | \$9,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1056 | Wash Co | Laidlaw | Saltzman | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 22,000,000 | 90% | | | \$ 19,800,00 | 0 100% | \$19,800,000 | 2025-2039 | | \$ 324,802 | \$ - | \$ 431,111 | \$ 431,111 |
| 1057 | Wash Co | Leahy/90th/ 107th | Cornell | Barnes | Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes | \$ 10,000,000 | 90% | | | \$ 9,000,00 | 0 100% | \$9,000,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1058 | Wash Co | McDaniel | 119th | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 21,000,000 | 90% | | | \$ 18,900,00 | 0 100% | \$18,900,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1059 | Wash Co | Merlo | 170th | MAX Light Rail | Widen to 5 lanes | \$ 16,635,00 | 100% | | | \$ 16,635,00 | 0 100% | \$ 16,635,00 | 2014-2024 | | | \$ - | \$ 1,292,697 | \$ 1,292,697 |
| 1060 | Wash Co | Miller Hill | Farmington | Gassner | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 9,000,00 | 90% | | | \$ 8,100,00 | 0 100% | \$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 | \$ 34,200,00 | 100% | | | \$ 34,200,00 | 0 100% | \$34,200,000 | 2014-2024 | | | \$ - | \$ 4,608,174 | \$ 4,608,174 |
| 1062 | Wash Co | River | Farmington | | Intersection improvement | \$ 3,000,000 | 100% | | | \$ 3,000,00 | 0 100% | \$3,000,000 | 2025-2039 | | \$ 1,685,014 | \$ - | \$ 1,844,891 | \$ 1,844,891 |
| 1063 | Wash Co | Saltzman | Laidlaw | Bayonne | Realign 2/3-lane collector road, including bridge over Bronson Creek | \$ 11,100,000 | 100% | | | \$ 11,100,00 | 0 100% | \$11,100,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1064 | Wash Co | Saltzman | Bayonne | Bauer Woods | Widen to 3 lanes | \$ 8,000,000 | 100% | | | \$ 8,000,00 | 0 100% | \$8,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1065 | Wash Co | Scholls Ferry | Beaverton- Hillsdale | Allen | Widen to 3 lanes | \$ 22,587,00 | 100% | | | \$ 22,587,00 | 0 100% | \$22,587,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1066 | Wash Co | Scholls Ferry | Hall | | Intersection capacity and signal improvements | \$ 2,549,13 | 100% | | | \$ 2,549,13 | 9 100% | \$2,549,139 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1067 | Wash Co | Scholls Ferry | OR 217 | 121st | Widen to 7 lanes | \$ 20,547,60 | 100% | | | \$ 20,547,60 | 8 91% | \$18,745,186 | 2040+ | | | \$ - | \$ 1,644,864 | \$ 1,644,864 |
| 1068 | Wash Co | Scholls Ferry | Murray | | Intersection capacity and signal improvements | \$ 1,390,44 | 100% | | | \$ 1,390,44 | 0 100% | \$1,390,440 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Springville | 185th | PCC entrance | Widen to 5 lanes | \$ 11,100,00 | | | | \$ 11,100,00 | | \$11,100,000 | 2014-2024 | \$ 1,562,881 | | \$ 3,523,305 | | \$ 14,000,879 |
| 1070 1071 | Wash Co Wash Co | Springville Taylors Ferry | PCC entrance Oleson | Kaiser Washington | /- / | \$ 3,600,00 \$ 4,390,00 | 100% | | | \$ 3,600,00 \$ 4,390,00 | | \$3,600,000 \$4,390,000 | 2014-2024 2025-2039 | \$ 20,113 | \$ 286,526 | \$ 1,494,500 | \$ 6,027,416 | \$ 7,521,916 |
| | Wash Co | Thompson | Saltzman | County line | Widen to 3 lanes | \$ 4,390,00 | | | | \$ 4,390,00 | | \$37,000,000 | 2025-2039 | 1 | \$ 386.398 | \$ - | \$ 718.521 | \$ 718,521 |
| | Wash Co | Tonquin | 124th | Grahams Ferry | Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd | \$ 10,500,00 | | | | \$ 10,500,00 | | \$10,500,000 | 2018-2025 | | | \$ - | \$ 618 | |
| 1074 | Wash Co | Tualatin- Sherwood | Langer Farms | Teton | Widen to 5 lanes | \$ 31,500,00 | 100% | Willamette Water Supply, MSTIP | | \$ 31,500,00 | 0 93% | \$29,295,000 | 2014-2024 | \$ 153,196 | \$ 1,771,750 | \$ 171,854 | \$ 5,423,273 | \$ 5,595,127 |
| 1075 | Wash Co | Tualatin- Sherwood | Baler | | Reconfigure intersection at Baler Way and construct north leg of intersection | \$ 1,000,000 | 100% | | | \$ 1,000,00 | 0 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Wash Co | Walker | 194th extension | 185th | Widen to 5 lanes, right-of-way for turn/auxiliary lanes | \$ 20,000,00 | 100% | | | \$ 20,000,00 | | \$20,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1077 | Wash Co | Walker | 185th | 173rd | TTIGOTI TO O IGNOO | \$ 13,570,00 | 100% | | | \$ 13,570,00 | 0 68% | \$9,277,449 | 2014-2024 | | \$ 999,418 | \$ - | \$ 2,368,886 | + -jecejece |
| | Wash Co | Walker | 158th | OD 047 | Intersection capacity and signal improvements | \$ 2,549,13 | 100% | | | \$ 2,549,13 | | \$2,549,139 | 2014-2024 | | \$ 637,919 | \$ - | \$ 2,707,231 | \$ 2,707,231 |
| | Wash Co Wash Co | Walker West Union | Murray Cornelius Pass | OR 217 185th | Widen to 5 lanes Widen to 5 lanes | \$ 33,000,00 \$ 26,192.00 | 100% | | | \$ 33,000,00 | | \$29,758,929 \$26,192,000 | 2014-2024 | 1 | \$ 563,201 \$ 71,062 | \$ - | \$ 9,107,293 \$ 474,371 | |
| | Wash Co | West Union | 185th | 143rd | | \$ 34,870,00 | 100% | | | \$ 34,870,00 | 0 100% | \$34,870,000 | 2025-2039 | 1 | ,,,,, | \$ - | \$ 227,281 | \$ 227,281 |
| 1082 | Wash Co | 158th | Walker | MAX Light Rail | Tridoit to o idiloo | \$ 8,100,00 | 100% | | | \$ 8,100,00 | | \$8,100,000 | 2014-2024 | \$ 250,000 | \$ - | \$ 2,250,000 | \$ 8,255,361 | |
| 1083 | Wash Co | Murray | Walker | | Additional turn lanes and auxiliary lanes | \$ 15,000,00 | 100% | | | \$ 15,000,00 | 0 100% | \$15,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1084 | Wash Co | Thompson | Circle A | Saltzman | Realign 3-lane arterial | \$ 6,000,00 | 100% | | | \$ 6,000,00 | 0 100% | \$6,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Wash Co | Walker | 158th | Murray | Widon to o idnoo | \$ 10,200,00 | 100% | | | \$ 10,200,00 | 0 70% | \$7,140,000 | 2014-2024 | | | \$ - | \$ 2,105,020 | \$ 2,105,020 |
| 1086 | Wash Co Wash Co | Roy Rogers | Borchers Sherwood UGB | Sherwood UGB | Widen to 5 lanes Widen to 4/5 lanes | \$ 12,000,00 \$ 30,000,00 | 100% | | | \$ 12,000,00 \$ 30,000.00 | 0 95% 0 70% | \$11,400,000 \$21,000,000 | 2014-2025 | 1 | 1 | \$ - | \$ - | \$ - |
| | Wash Co | Roy Rogers Cornelius Pass | Rosedale | Tigard UGB Farmington | | \$ 30,000,00 | 100% | | | \$ 30,000,00 | | \$21,000,000 | 2025-2039 | | | \$ - | \$ 20,536 | \$ 20,536 |
| | Wash Co | Tile Flat | Scholls Ferry | Bull Mountain | | \$ 72,900,00 | 100% | | | \$ 72,900,00 | | \$72,900,000 | 2018-2030 | t | 1 | \$ - | \$ - | \$ - |
| 1090 | Wash Co | Tile Flat | Bull Mountain | Beef Bend | New 3-lane road extension | \$ 48,500,00 | 100% | | | \$ 48,500,00 | 0 100% | \$48,500,000 | 2018-2030 | | | \$ - | \$ - | \$ - |
| | Wash Co Wash Co | Grabhorn Kaiser | Farmington Springville | UGB County line | Realign curves; widen to 3-lanes Widen to 3 lanes | \$ 5,300,00 \$ 12,000,000 | 100% | | | \$ 5,300,00 \$ 12,000,00 | | \$5,300,000 \$ 12,000,000 | 2025-2039 | \$ 12,684 | | \$ 12,684 \$ - | \$ - \$ 32,090 | \$ 12,684 \$ 32,090 |
| 1032 | | | opinigville | County III IC | ADA facilities (including ramps, | ¥ 12,000,000 | 100% | | | Ψ 12,000,00 | 100% | , v 12,000,000 | 2010-2000 | l | | · · | 9 32,090 | \$ 32,030 |
| 1093 | Wash Co | All arterials and collectors | Countywide | Countywide | | \$ 10,000,000 | 100% | | | \$ 10,000,00 | 0 100% | \$ 10,000,00 | 2018-2030 | | \$ 4,992,799 | \$ - | \$ 8,708,008 | \$ 8,708,008 |

| Project ID | Jurisdiction | Facility | From | То | Project | Р | roject Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | e Capacity | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | | T 2009- resent | Other Fundin 2009-Presen | 9 01 | otal TDT and ther funding 009-Present |
|---------------|--------------|-----------------------|---------------------------------------|---------------------------|---|------|-------------------------|--|---|--|---------|------------|-----------------|------------------------|---|---------------|------------------------|-------|-------------------|-----------------------------|------|---|
| 1094 | Wash Co | Science Park Dr | Murray | Cornell | Complete streets, pedestrian crossing, safety | \$ | 7,000,000 | 100% | | | \$ | 7,000,000 | 100% | \$7,000,000 | 2019-2030 | | | \$ | - | \$ - | \$ | - |
| 1095 | Wash Co | Hall Blvd | Scholls Ferry | Nimbus | Bike lanes and sidewalks | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2019-2030 | \$ 618 | | \$ | 618 | \$ - | \$ | 618 |
| 1096 | Wash Co | Cornelius Pass | West Union | County line | Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ | 12,000,000 | 100% | | | \$ | 12,000,000 | 100% | \$12,000,000 | 2019-2030 | | \$ 40,925 | \$ | - | \$ 59,36 | 4 \$ | 59,364 |
| 1097 | Wash Co | Roy Rogers | Borchers | Chicken Creek | Widening, bicycle and pedestrian facilities | \$ | 20,000,000 | 100% | Willamette Water Supply, MSTIP | | \$ | 20,000,000 | 100% | \$20,000,000 | 2019-2030 | | \$ 706,694 | \$ | - | \$ 1,255,91 | 6 \$ | 1,255,916 |
| 1098 | Wash Co | Tualatin- Sherwood | Langer Farms | OR 99W | Widening, turn lanes, bike lanes | \$ | 17,000,000 | 100% | Willamette Water Supply, MSTIP | | \$ | 17,000,000 | 100% | \$17,000,000 | 2019-2030 | | \$ 2,650,355 | \$ | - | \$ 3,792,12 | 1 \$ | 3,792,121 |
| 1099 | Wash Co | Cornell | 129th | Saltzman | Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal | \$ | 1,500,000 | 100% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2020-2030 | | | \$ | - | \$ - | | |
| 1100 | Wash Co | Terman | Murray | Hocken | Widen to 3 lanes | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ | • | \$ - | | |
| 1101 | Wash Co | Shannon PI | Light Rail Tracks | Terman | Widen to 3 lanes | \$ | 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | \$ | - | \$ - | | |
| 1102 | Wash Co | Jenkins | Murray | Cedar Hills | Widen to 5 lanes | \$ | 13,000,000 | 100% | | | | 13,000,000 | 100% | \$13,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Wash Co | TOTAL | Darah Carali | 1 | | \$ | 1,662,108,444 | | | | \$ 1,6 | 33,742,470 | | \$1,582,485,052 | | \$ 4,279,213 | \$ 31,462,055 | \$ 13 | ,206,848 | \$ 152,238,01 | B \$ | 165,444,866 |
| 8600 | Wilsonville | Boones Ferry | Basalt Creek East-West Arterial | Day | Widen to 5 lanes | \$ | 1,100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 8601 | Wilsonville | Day | Grahams Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$ | 5,800,000 | 80% | | | \$ | 4,640,000 | 100% | \$4,640,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 8602 | Wilsonville | Day | Garden Acres | | Intersection improvements, roundabout, signal/lane modifications | \$ | 8,600,000 | 100% | | | \$ | 8,600,000 | 100% | \$8,600,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8603 | Wilsonville | Day | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5 | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2040+ | | | \$ | - | \$ - | \$ | - |
| 8604 | Wilsonville | Elligsen | Parkway Center | Wilsonville city limit | Widen to 3 lanes | \$ | 3,000,000 | 60% | | | \$ | 1,800,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8605 | Wilsonville | Grahams Ferry | Clay | Calahin | Widen to 3 lanes, add double southbound left turn lane at Day | \$ | 7,100,000 | 60% | | | \$ | 4,260,000 | 100% | \$4,260,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8606 | Wilsonville | Garden Acres | Day | Ridder | Widen, construct 3-lane road | \$ | 11,300,000 | 100% | | | \$ | 11,300,000 | 100% | \$11,300,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8607 | Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$ | | - 100% | | | -\$- | - | 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8608 | Wilsonville | Boones Ferry | Pkwy | Day | Widen to 5 lanes | \$ | 1,200,000 | 100% | | | \$ | 1,200,000 | 100% | \$1,200,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 8609 | Wilsonville | Grahams Ferry | Basalt Creek Pkwy | Day | Widen to 3 lanes, urban upgrade | \$ | 13,200,000 | 100% | | | \$ | 13,200,000 | 100% | \$13,200,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 8610 | Wilsonville | I-5 Southbound | Elligsen/Boones Ferry | | Widen/Construct second southbound right-turn lane | \$ | 1,063,000 | 100% | | | \$ | 1,063,000 | 100% | \$1,063,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 8611 | Wilsonville | Boones Ferry | 95th | | Access Management | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 8612 | Wilsonville | Java Rd | Boones Ferry | Grahams Ferry | Construct new road (Java Rd) with signal at Grahams Ferry | \$ | 1,500,000 | 100% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2020-2035 | | | \$ | - | \$ - | | |
| 8613 | Wilsonville | Grahams Ferry | RR Undercrossing | | Reconstruct existing railroad undercrossing to a 3-lane cross- section | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2020-2035 | | | \$ | - | \$ - | | |
| | Wilsonville | TOTAL | | | | \$ | 66,363,000 | | | | | 1,163,000 | | \$61,163,000 | | \$ - | \$ - | \$ | - | \$ - | \$ | |
| | TOTAL | | | | | \$ 3 | ,509,925,025 | | | | \$ 3,44 | 9,088,337 | | \$ 3,376,010,193 | | \$ 15,324,180 | \$ 56,254,197 | \$ 62 | ,281,549 | \$ 319,319,74 | 9 \$ | 381,601,298 |

Projects that are struck through have been removed from the current TDT Project List, but remain here to indicate funds spent on them.

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Appendix B: TDT Transit Project List Expenditures FY 2020-21

| | Project Name and Bus Stop I | 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total T other f 2009-F | |
|-----|---|--|---------------------|------------------------------------|----------------------------------|-------------------------|--|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|----------------------------|------------------------------|---|
| 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 | | | \$ - | \$ - | \$ | - |
| | 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 | Jones Farm - South Hillsboro Bus Line Infrastructure | Shelter and stop infrastructure for new north-south bus line along Veterans Drive, Brookwood Pkwy, Century Blvd, and Alexander St (Line 41) | \$1,225,000 | 0% | \$1,225,000 | 100% | \$1,225,000 | 100% | \$1,225,000 | 58% | \$705,600 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 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 | Orenco-Bethany Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 47) | \$2,425,000 | 0% | \$2,425,000 | 100% | \$2,425,000 | 100% | \$2,425,000 | 58% | \$1,396,800 | 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, including North Plains, Banks, and Gaston | \$3,500,000 | 20% | \$2,800,000 | 100% | \$2,800,000 | 100% | \$2,800,000 | 58% | \$1,612,800 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Tigard - Transit Stop Improvements | Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St | \$1,000,000 | 0% | \$1,000,000 | 100% | \$1,000,000 | 100% | \$1,000,000 | 58% | \$580,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 110 | Cornelius - Transit Stop Improvements | Upgrade transit stop amenities (shelters, seating, landing pads, route info, bike parking, lighting) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2040+ | | | \$ - | \$ - | \$ | - |
| 111 | Burnside/Cedar Hills Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 20) | \$ 1,300,000 | 0% | \$ 1,300,000 | 100% | \$ 1,300,000 | 100% | \$ 1,300,000 | 58% | \$ 754,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 112 | Cornelius Pass Road Bus Line Infrastructure | Shelter and stop infrastructure for new frequent service bus line along Cornelius Pass Road (Line 47) | \$ 400,000 | 0% | \$ 400,000 | 100% | \$ 400,000 | 100% | \$ 400,000 | 58% | \$ 232,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 113 | Baseline/Jenkins Bus Line Infrastructure | Shelter and stop infrastructure for new bus lines along Main Street, Baseline Road and Jenkins Road (Lines 40/47) | \$ 1,400,000 | 0% | \$ 1,400,000 | 100% | \$ 1,400,000 | 100% | \$ 1,400,000 | 58% | \$ 812,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 114 | North Hillsboro – Willow Creek Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Croeni Avenue, Jacobsen Street, Brookwood Pkwy, Shute Road, and Butler Street (Line 88) | \$ 1,150,000 | 0% | \$ 1,150,000 | 100% | \$ 1,150,000 | 0 100% | \$ 1,150,000 | 58% | \$ 667,000 | 2025-2039 | | | \$ - | \$ - | \$ | • |
| 115 | Merlo – Tigard Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Merlo Road, 170th Avenue, 155th Avenue, Beard Road, 121st Avenue, and Gaarde Street (Line 67) | \$ 1,250,000 | 0% | \$ 1,250,000 | 100% | \$ 1,250,000 | 0 100% | \$ 1,250,000 | 58% | \$ 725,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Progress Ridge Bus Line Infrastructure | Shelter and stop infrastructure for reroute or extension of bus lines along Scholls Ferry Road, Horizon Blvd, Murray Blvd, and Barrows Road (Lines 37/56/62) | \$ 625,000 | 0% | \$ 625,000 | 100% | \$ 625,000 | 0 100% | \$ 625,000 | 58% | \$ 362,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 117 | South Cooper Mountain Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Scholls Ferry Road, including bus layover in South Cooper Mountain (Line 56) | \$ 275,000 | 0% | \$ 275,000 | 100% | \$ 275,000 | 0 100% | \$ 275,000 | 58% | \$ 159,500 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| | Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Oak Street-Davis Road Allen Blvd (Line 88) | \$ 325,000 | 0% | \$ 325,000 | 100% | \$ 325,000 | 100% | \$ 325,000 | 58% | \$ 188,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Durham Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Durham Road (Line 36) | \$ 425,000 | 0% | \$ 425,000 | 100% | \$ 425,000 | 100% | \$ 425,000 | 58% | \$ 246,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | 141st/Terman Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along 141st Avenue-Shannoi Place and Terman Road (Line 62) | \$ 125,000 | 0% | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 121 | Bus Line | Shelter and stop infrastructure for bus line reroute along McDonald Street and Bonita Road (Line 38) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |

Appendix B: TDT Transit Project List Expenditures FY 2020-21

| | | | | | | | | | Total Non- | | Amount (Total Non- | | | | | | |
|-----------------|---|---|---------------------|------------------------------------|----------------------------------|-------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|-------------------------------|--|
| 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 % | Federal/State Cost within Wash. Co. Capacity Related | Future Growth Share | Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
| | Wilsonville Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along 95th Avenue (Line 96) | \$ 125,000 | 0% | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 123 | Sunset – Bethany Bus Line Infrastructure | Shelter and stop infrastructure for new north-south bus line along Saltzman Road and Laidlaw Road (Line 49) | \$ 825,000 | 0% | \$ 825,000 | 100% | \$ 825,000 | 100% | \$ 825,000 | 58% | \$ 478,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 124 | Walnut Street Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Walnut Street (Line | \$ 350,000 | 0% | \$ 350,000 | 100% | \$ 350,000 | 100% | \$ 350,000 | 58% | \$ 203,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 125 | Oleson Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Oleson Road (Line | \$ 225,000 | 0% | \$ 225,000 | 100% | \$ 225,000 | 100% | \$ 225,000 | 58% | \$ 130,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 126 | | Shelter and stop infrastructure for bus line reoute along Multnomah Blvd (Line 92) | \$ 75,000 | 0% | \$ 75,000 | 100% | \$ 75,000 | 100% | \$ 75,000 | 58% | \$ 43,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 127 | Beaverton – Sellwood Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Garden Home Road, 92nd Avenue, Allen Blvd, and Western Avenue (Line 45) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 128 | Amberglen - | Shelter and stop infrastructure for bus line reroute along John Olsen Avenue, Aloclek Drive, Stucki Avenue, and Walker Road (Line 59) | \$ 1,000,000 | 0% | \$ 1,000,000 | 100% | \$ 1,000,000 | 100% | \$ 1,000,000 | 58% | \$ 580,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 129 | Basalt Creek Bus Infrastructure | Shelter and stop infrastructure for new north-south bus line along 124th Avenue Basalt Creek Parkway (or Tonquin Rd), Grahams Ferry Road, and Day Street (Line 94) | \$ 1,125,000 | 0% | \$ 1,125,000 | 100% | \$ 1,125,000 | 100% | \$ 1,125,000 | 58% | \$ 652,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| Subtotal | | (Line 94) | \$34,117,000 | | \$33,417,000 | | \$33,417,000 | | \$33,417,000 | | \$19,302,192 | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transit Pr | iority Treatmen | ts | | | | | | | | | | , | | | \$ - | \$ - | \$ - |
| 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 | | | \$ - | \$ - | \$ - |
| 201 Subtotal | Tigard - Transit Priority | Transit signal preemption at Hall Blvd and Hwy 99W intersection | \$5,000,000 | 0% | \$5,000,000 | 100% | \$5,000,000 | 100% | \$5,000,000 | 58% | \$2,900,000 | 2014-2024 | | s - | \$ - | \$ - | \$ - \$ - |
| | des / Transit Ce | nters | \$7,750,000 | | \$7,750,000 | <u> </u> | \$7,750,000 | | \$7,750,000 | | \$4,484,000 | l . | 3 - | \$ - | \$ - | \$ - \$ - | \$ - |
| | 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 | | | \$ - | \$ - | \$ - |
| 301 | OR 8 P&R | Cornelius - Develop OR 8 Park & Ride facilities at 10th and 26th Avenues | \$1,700,000 | 0% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| Subtotal | | lacilities at 10th and 20th Avenues | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | | \$10,340,000 | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pedestria | n/Bicycle Acces | | | | | | | 1 | | | | | | | \$ - | \$ - | \$ - |
| 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 Springcres 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 | | | \$ 2,135,384 | \$ 65,470 | \$ 2,200,854 |
| 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 | | | \$ - | \$ - | \$ - |
| 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 | \$9,450,000 | 0% | \$9,450,000 | 100% | \$9,450,000 | 90% | \$8,505,000 | 100% | \$8,505,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 406 | Bike & Rides | Enclosed, key card accessed bicycle parking at high capcity 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 | | | \$ - | \$ - | \$ - |

Appendix B: TDT Transit Project List Expenditures FY 2020-21

| | | | | | | | | | Total Non- | | Liigibie 3DC | | | | | 1 | | |
|-----------------|---|---|----------------------------------|------------------------------------|----------------------------------|-------------------------|---|------------|--|---------------------------|---|---|-----------------|------------------------------|----------------------|----|--------------------|--|
| 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 % | Federal/State Cost within Wash. Co. Capacity Related | Future Growth Share | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 20-21 TDT | FY 20-21 Other Funding | TDT 2009- Present | | Funding Present | Total TDT and other funding 2009-Present |
| 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 | | | \$ - | \$ | 1 | \$ - |
| 408 | Basalt Creek Canyon Trail | North/south trail connection within Basalt Creek making connections to east/west roadways. Includes grade separation of Basalt Creek Pkwy | \$450,000 | 0% | \$450,000 | 100% | \$450,000 | 90% | \$405,000 | 100% | \$405,000 | 2019-2029 | | | \$ - | \$ | - | \$ - |
| 409 | I-5 Easement Trail | Trail parallel to I-5 providing north/south connection to existing bike and pedestrian facilities | \$750,000 | 0% | \$750,000 | 100% | \$750,000 | 90% | \$675,000 | 100% | \$675,000 | 2019-2029 | | | \$ - | \$ | | \$ - |
| Subtotal | L | | \$83,171,036 | | \$82,471,036 | | \$82,471,036 | | \$74,139,432 | | \$74,139,432 | | \$ - | \$ - | \$ 2,069,914 | \$ | 65,470 | \$ 2,135,384 |
| ransit Sy | stem Requiren | | 1 | | | | | | | | | | | | ٠ - | \$ | - | \$ - |
| 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 maintanance 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 | | | \$ - | \$ | i | \$ - |
| 502 | 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 | | | \$ - | \$ | - | \$ - |
| | 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 | | | \$ - | \$ | - | \$ - |
| Subtotal | | | \$19,831,000 | | \$14,831,000 | | \$11,431,000 | | \$10,631,000 | | \$8,171,376 | | \$ - | \$ - | \$ - | \$ | - | \$ - |
| High Capa | acity Transit (H | | | | | | | | | | | | | | \$ - | \$ | - | \$ - |
| 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 | | | \$ - | \$ | 938,530 | \$ 938,530 |
| 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 | | | \$ - | \$ | · | \$ - |
| | _ | Capital improvements to allow future | _ | | | | | | | | | | | | | | | _ |
| 605 | WES Commuter Rail Upgrades | 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 | | | \$ - | \$ | - | \$ - |
| 605 Subtotal | Rail Upgrades | tracking (for improved frequency and | \$250,000,000 \$1,781,000,000 | 50% | \$125,000,000 \$890,500,000 | 80% | \$100,000,000 \$650,500,000 | 100% | \$100,000,000 \$650,500,000 | 58% | \$57,600,000 \$406,488,000 | 2025-2039 | \$ - | \$ - | \$ - \$ - | | 938,530 | \$ - |

Appendix C: North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16 and again updated in each of the Fiscal Years since then. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and provide an update to the 5-year review conducted five years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2020-21.

Overview of Recommendations

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2020-21.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan - Revenue Sources

| Funding Program | Expected Revenue |
|---|------------------|
| Major Streets Transportation Improvement Program (MSTIP) | \$10,000,000 |
| Transportation Development Tax (TDT) | \$21,778,574 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 |
| North Bethany Transportation System Development Charge (NBTSDC) | \$22,466,756 |
| Pre-Existing Trust & Agency | \$1,400,000 |
| TOTAL | \$69,000,000 |

Together these funding sources would provide a total of \$69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

| | | cenary ranama rian tran | | |
|---------|-----------------------------------|----------------------------|------------------|-------------------|
| Project | | | Project | Total Cost |
| Number | Road | Extent | Description | Estimate |
| 1 | Shackelford Rd | West Boundary to Joss | New Collector Rd | \$9,300,000 |
| 2 | Shackelford Rd | Joss to Kaiser | New Collector Rd | \$8,800,000 |
| 3 | Springville Rd | 185 th to Joss | Improvements | \$11,100,000 |
| 4 | Springville Rd | Joss to Kaiser | Improvements | \$3,600,000 |
| 5 | Springville Rd | Kaiser to Countyline | Improvements | \$0* |
| 6 | Kaiser Rd | Shackelford to Springville | Improvements | \$7,800,000 |
| 7 | 185th Ave | Springville to West Union | Improvements | \$4,500,000 |
| 8 | Shackelford | Kaiser to Countyline | Improvements | \$0* |
| 9 | Shackelford Rd | 1/2 Bridge over Rock Creek | Bridge | \$7,300,000 |
| 10 | 185 th and Springville | Realignment | Improvements | \$900,000 |
| 11 | Kaiser Rd | Springville to Bethany | Improvements | \$6,100,000 |
| 12 | Brugger Rd | Joss to Kaiser | Improvements | \$3,200,000 |
| 13 | Joss Rd | Shackelford to Arbor | Improvements | \$4,100,000 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | Improvements | \$2,300,000 |
| | | | Total | \$69,000,000 |

^{*} Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. North Bethany and the Major Streets Transportation Improvement Program (MSTIP)

On June 23, 2015 the Board of County Commissioners approved the MSTIP Bonding Cost-sharing transportation funding program to provide transportation financing for high-growth residential areas. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

- North Bethany & Bonny Slope West (unincorporated Washington County)
- South Hillsboro (City of Hillsboro)

- South Cooper Mountain (City of Beaverton)
- River Terrace (City of Tigard)

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the \$140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, supplemental SDCs, including the NBTSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"—trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets
 Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds
 will allow improvements to be made proactively before the deficient roadways become
 problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of \$35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance (\$7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union (\$4,000,000 in MSTIP funding)

While the total of \$11.83M in MSTIP is more than the initial \$10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at:

http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

| | Projected | | Total Revenue |
|------------------------|-----------------|------------------------|--------------------------|
| Land Use Category | Number of Units | 2012 Rate ¹ | Anticipated ² |
| Single Family Detached | 1,437 | \$8,225 | \$11,819,325 |
| Single Family Attached | 1,534 | \$4,919 | \$7,545,746 |
| Multi-Family | 1,218 | \$5,381 | \$6,554,058 |
| Non-Residential | varies | varies | \$3,118,969 |
| Total ² | | | \$29,038,098 |

¹⁾ The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.

The North Bethany Funding Plan allocated **75%** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: **\$21,778,574**. Table 4 shows the estimated TDT revenue from North Bethany to date and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

| | Estimated | |
|-------------|--------------|----------------|
| Fiscal Year | TDT Revenue* | 75% Allocation |
| FY 14-15 | \$1,141,678 | \$856,258 |
| FY 15-16 | \$2,614,654 | \$1,960,990 |
| FY 16-17 | \$2,006,493 | \$1,504,870 |
| FY 17-18 | \$3,449,267 | \$2,586,950 |
| FY 18-19 | \$1,762,068 | \$1,321,551 |
| FY 19-20 | \$452,863 | \$339,648 |
| FY 20-21 | \$1,372,471 | \$1,029,353 |
| Total | \$12,799,494 | \$9,599,620 |

^{*} Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

TDT fund expenditures and TDT Credits issued in North Bethany total \$4,164,897 (see Table 12, later in report, and appendix).

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits and TDT funds already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in \$5,434,723 (\$9,599,620 estimated revenue - \$4,164,897 expenditures/credits) in estimated available TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

²⁾ As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

3. North Bethany County Service District for Roads (NBCSDR)

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of \$1.25 per/\$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea.

The NBCSDR also serves as a clearinghouse for other North Bethany funding sources (e.g. MSTIP, TDT, NBTSDC) for expenditures on North Bethany transportation projects. In FY 19-20, the North Bethany share of Transportation Development Tax (TDT) revenue collected from North Bethany development (see section 2, previously) and North Bethany Transportation System Development Charge (NBTSDC) funds were added to the NBCSDR fund to reflect all funding available for projects included in the North Bethany Funding Plan. Expenditures from the three revenue sources have been combined and are no longer distinguishable. However, County staff continue to make required TDT expenditure requests for TDT funded projects using these funds.

Table 5 shows a summary of the North Bethany County Service District for Roads.¹

Table 5: Summary of the North Bethany County Service District for Roads Revenue (NBCSDR)

| Fiscal Year | Total Assessed Valuation | Service District Revenue | Transfers In* | Service District Expenditures | Running Total |
|-------------|--------------------------------|-----------------------------|---------------|----------------------------------|---------------|
| FY 11-12 | \$26,240,000 | \$47,519 | \$378 | \$2,839 | \$45,058 |
| FY 12-13 | \$26,270,000 | \$31,849 | \$2,298,334 | \$12,582 | \$2,362,659 |
| FY 13-14 | \$28,180,000 | \$35,728 | \$741,670 | \$2,926,002 | \$215,055 |
| FY 14-15 | \$43,790,000 | \$73,029 | \$501,465 | \$663,137 | \$125,412 |
| FY 15-16 | \$80,730,000 | \$101,655 | \$1,061,433 | \$1,086,735 | \$201,765 |
| FY 16-17 | \$200,830,000 | \$251,373 | \$675,860 | \$722,282 | \$406,716 |
| FY 17-18 | \$340,160,000 | \$416,805 | \$901 | \$281,042 | \$543,380 |
| FY 18-19 | \$474,360,000 | \$603,234 | \$350,416 | \$317,015 | \$1,180,015 |
| FY 19-20** | \$622,006,788 | \$752,024 | \$11,820,811 | \$1,264,513 | \$12,488,337 |
| FY 20-21 | \$705,606,517 | \$857,612 | \$1,883,436 | \$3,942,911 | \$11,286,474 |
| Total | | \$3,170,828 | \$19,334,704 | \$11,219,058 | |

^{*} Includes interest, Road Fund transfers, North Bethany TSDC (NBTSDC), Transportation Development Tax (TDT)

Loan from MSTIP

One project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the MSTIP program to the County Service District. These expenses were repaid as revenue became available from the Service District.

^{**} Fund combined with NBTSDC and North Bethany Share of TDT

¹ Table 5 has been updated from previous annual North Bethany Funding Plan reports to include transfers in and expenditures back to the fund initiation in FY 11-12.

4. North Bethany Transportation System Development Charge

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.

Revenue

Total

Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2020 through June 2021 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in the table.

Interest Earned Month Total July 2020 \$36,674.78 \$26,831.00 \$9,843.78 August 2020 \$13,514.00 \$388.29 \$13,902.29 September 2020 \$53,721.98 \$416.21 \$54,138.19 October 2020 \$75,068.00 \$477.34 \$75,545.34 November 2020 \$99,624.00 \$407.33 \$100,031.33 December 2020 \$91,127.65 \$565.16 \$91,692.81 January 2021 \$133,212.00 \$633.74 \$133,845.74 February 2021 \$10,458.00 \$724.97 \$11,182.97 March 2021 \$67,630.00 \$743.30 \$68,373.30 \$840.97 April 2021 \$132,045.00 \$132,885.97 May 2021 \$76,824.00 \$991.15 \$77,815.15 June 2021 \$254,111.00 \$1,073.76 \$255,184.76

Table 6: North Bethany TSDC Revenue Receipts by Month

Figure 1 displays the revenue receipts and interest earned by month.

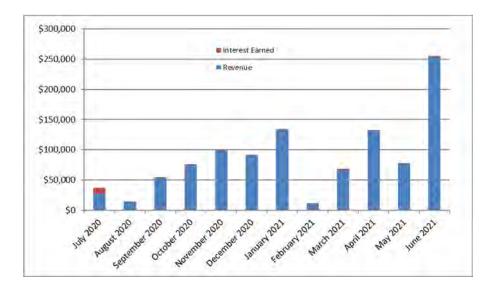


Figure 1: Revenue Receipts by Month

\$17,106.00

\$1,034,166.63

\$1,051,272.63

Expenditures

Table 7 summarizes the expenditures by month from the NBTSDC account during the July 2020 through June 2021 fiscal year. The expenditures include administration and other costs, including quarterly credit card charges.

Table 7: Expenditures by Month

| Table 71 Experiance by Month | | | | | | | | |
|------------------------------|----------------|--------------|--------------|--|--|--|--|--|
| Month | Administration | Other | Month Total | | | | | |
| July 2020 | \$2,997.25 | \$5,647.04 | \$8,644.29 | | | | | |
| August 2020 | \$3,041.00 | | \$3,041.00 | | | | | |
| September 2020 | \$2,997.25 | | \$2,997.25 | | | | | |
| October 2020 | \$2,997.25 | | \$2,997.25 | | | | | |
| November 2020 | \$3,041.00 | | \$3,041.00 | | | | | |
| December 2020 | \$2,997.25 | | \$2,997.25 | | | | | |
| January 2021 | \$2,997.25 | | \$2,997.25 | | | | | |
| February 2021 | \$3,041.00 | | \$3,041.00 | | | | | |
| March 2021 | \$2,997.25 | | \$2,997.25 | | | | | |
| April 2021 | \$2,997.25 | | \$2,997.25 | | | | | |
| May 2021 | \$3,041.00 | | \$3,041.00 | | | | | |
| June 2021 | \$2,997.25 | \$859,484.00 | \$862,481.25 | | | | | |
| Total | \$36,142.00 | \$865,131.04 | \$901,273.04 | | | | | |

North Bethany Transportation System Development Charge 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 may be used in lieu of paying the North Bethany Transportation System Development Charge. Table 8 shows the NBTSDC credits issued through June 30, 2021.

Table 8: North Bethany Transportation System Development Charge Credits*

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 20-21 | Credit Remaining 6/30/21 | Notes |
|------------------|---|-------------------------------|--------------------------------|--|---------------|--------------------------------------|--------------------------------|--|
| NB14-01 | NW 160 th : Springville to Brugger | West Hills Developm ent | North Bethany Creek | \$180,397 | 10/23/14 | \$180,397 Transfer to NB14-01A | \$0 | Entire amount transferred to NB14- 01A |
| NB14-01A | From NB14-01 | DR Horton | | Transfer from NB14-01 \$180,397 | 12/30/14 | \$180,397 | \$0 | |
| NB14-02 | Brugger & ROW dedication | West Hills Developm ent | North Bethany Creek | \$77,822 | 11/24/14 | \$77,822 Transfer to NB14-01A | \$0 | Entire amount transferred to NB14- 02A |
| NB14-02A | From NB14-02 | DR Horton | | Transfer from NB14-01 \$77,822 | 12/30/14 | \$77,822 | \$0 | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | \$400,253 | 11/20/15 | \$397,345 | \$2,908 | |

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 20-21 | Credit Remaining 6/30/21 | Notes |
|------------------|-------------------------------|-----------|---|--|---------------|--|--------------------------------|--|
| NB15-002 | Shackelford Rd | DR Horton | Bethany Commons at Abbey Creek | \$114,490 | 12/9/15 | \$114,490 | \$0 | |
| NB15-003 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek | \$71,870 | 12/9/15 | \$44,413 used \$27,457 Transfer to NB15-003A | \$0 | \$27,457 transferred to NB15- 003A |
| NB15-003A | From NB15-003 | DR Horton | Meadows at Abbey Creek | Transfer from NB15-003 \$27,457 | 4/22/16 | \$27,457 | \$0 | |
| NB16-001 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek #2 | \$62,000 | 3/15/16 | \$61,130 used \$870 Transfer to NB16-00A | \$0 | \$870 transferred to NB16- 001A |
| NB16-001A | From NB16-001 | DR Horton | Meadows at Abbey Creek | Transferred from NB16-001 \$870 | 4/21/16 | \$870 | \$0 | |
| NB16-002 | Brugger Rd & Joss Rd | DR Horton | Bethany Abbey Meadows | \$31,360 | 4/15/16 | \$31,360 | \$0 | |
| NB-007 | Shackelford Rd | DR Horton | Grace Hollow & Grace Hollow #2 | \$450,547 | 9/2/16 | \$183,762 | \$0 | \$266,661 transferred to NB-007A |
| NB-007A | Shackelford Rd | DR Horton | Bethany Abbey Meadows | Transferred from NB- 007 \$266,661 | 10/26/16 | \$266,661 | \$0 | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | | | \$2,908 | \$0 | |
| NB16-004 | Shackelford Rd | DR Horton | Bethany Abbey Heights No. 2 | \$179,530 | 8/15/16 | \$178,145 | \$1,385 | |
| NB16-003 | Shackelford Rd | DR Horton | Bethany Creek Falls No. 2 Row Houses | \$185,193 | 8/12/16 | \$185,193 | \$0 | |
| NB16-006 | Kaiser Rd & Springville Rd | Noyes | Crossing at North Bethany | \$177,795 | 8/31/16 | \$177,795 Transfer to NB16-006A | \$0 | \$177,795 Transferred to NB16- 006A |
| NB16-006A | Kaiser Rd & Springville Rd | Noyes | Highlands at North Bethany | Transferred from NB16-006 \$177,795 | 10/19/16 | \$177,795 | \$0 | |
| NB16-008 | Brugger Rd | DR Horton | Bethany Abbey Meadows No. 2 – Brugger Rd | \$74,727 | 12/13/16 | \$74,727 | \$0 | |
| NB16-009 | Shackelford Rd | DR Horton | Bethany Abbey Meadows No. 2 – Shackelford Rd | \$62,999 | 12/13/16 | \$18,828 | \$44,171 | |
| NB16-004 | Shackelford Rd | DR Horton | Bethany Abbey Heights No.2 | | 9/02/16 | \$1,385 | \$0 | |
| NB16-009 | Shackelford Rd | DR Horton | Bethany Abbey Meadows No.2 | | 12/13/16 | \$44,171 | \$0 | |
| NB17-001 | Shackelford Rd | Noyes | Highlands at North Bethany | \$133,968 | 2/2/18 | \$133,968 | \$0 | |

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 20-21 | Credit Remaining 6/30/21 | Notes |
|------------------|---------------------------|---------------------------------|-------------------------------|---|---------------|--------------------------------------|--------------------------------|--|
| NB18-001 | Kaiser Rd & Brugger Rd | DR Horton | North Bethany Commons | \$310,681 | 3/8/18 | \$85,844 Transfer to NB18-001A | \$140,472 | \$84,365 Transferred to NB18-001A |
| NB18-001A | Kaiser Rd & Brugger Rd | DR Horton | Bethany Abbey Meadows No.2 | Transferred from NB18-001 \$84,365 | 3/14/18 | \$84,365 | \$0 | Transferred from NB18-001 |
| NB18-002 | Brugger Rd | DR Horton | Orchards at Abbey Creek | \$304,491 | 12/13/18 | \$297,931 | \$6,561 | |
| NB18-003 | Brugger Rd | DR Horton | Vineyards at Abbey Creek | \$136,578 | 12/13/18 | \$134,048 | \$0 | \$2,530 Transferred to NB18- 003A |
| NB18-003A | Brugger Rd | DR Horton | North Bethany Commons | \$2,530 Transferred from NB18- 003 | 12/17/17 | | \$2,530 | |
| NB18-004 | Brugger Rd | DR Horton | Abbey Crest | \$132,561 | 12/13/18 | \$132,561 | | |
| NB18-005 | Brugger Rd | DR Horton | Abbey Ridge | \$19,680 | 12/13/18 | \$19,116 | \$0 | \$564 Transferred to NB 18- 005A |
| NB18-005A | Brugger Rd | DR Horton | North Bethany Commons | \$564 Transferred from NB18- 005 | 6/19/19 | | \$564 | |
| NB19-001 | Kaiser Rd | Beaverton School District | BSD Kaiser K5 Elementary | \$83,874 | 5/3/19 | \$83,874 | \$0 | |
| NB19-002 | Kaiser Rd | Polygon WLH | Bethany Creek Park | \$134,171 | 4/25/19 | \$134,171 | \$0 | \$134,171 Transferred to NB19- 002A |
| NB19-002A | Kaiser Rd | Polygon WLH | Ridgeline 1, 2 and 3 | \$134,171 Transferred from NB19- 002 | 5/23/19 | \$134,171 | \$0 | |
| NB19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | \$623,801 | 6/3/19 | \$19,680 | \$604,121 | \$19,680 Transferred to NB19- 003A |
| NB19-003A | Shackelford Rd | Noyes | Highlands at North Bethany | \$19,680 Transferred from NB19- 003 | 6/10/16 | \$19,680 | \$0 | |
| NB 18-001 | Kaiser Rd & Brugger Rd | DR Horton | | \$171,573 | | \$33,216 | | |
| NB 18-002 | Brugger Rd | DR Horton | Orchards at Abbey Creek | | 12/13/18 | \$6,560 | \$0 | \$6,560 Transferred to NB18- 002A |
| NB 18-002A | Brugger Rd | DR Horton | Orchards at Abbey Creek | \$6,560 Transferred from NB 18-002 | 9/26/19 | | \$6,560 | |
| NB 18-003A | Brugger Rd | DR Horton | North Bethany Commons | | | | | |
| NB 18-005A | Brugger Rd | DR Horton | North Bethany Commons | | | | \$564 | |

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 20-21 | Credit Remaining 6/30/21 | Notes |
|------------------|---------------------------|-----------|-------------------------------|----------------------------|---------------|-------------------------------|--------------------------------|-------|
| NB 19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | | 6/3/19 | \$188,605 | \$415,516 | |
| NB 18-001 | Kaiser Rd & Brugger Rd | DR Horton | North Bethany Commons | | 3/8/18 | \$138,357 | \$0 | |
| NB 18-002A | Brugger Rd | DR Horton | Orchards at Abbey Creek | | 9/26/19 | \$6,560 | \$0 | |
| NB 18-003A | Brugger Rd | DR Horton | North Bethany Commons | | 6/17/19 | \$2,530 | \$0 | |
| NB 18-005A | Brugger Rd | DR Horton | North Bethany Commons | | 6/17/19 | \$564 | \$0 | |
| NB 19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | | 6/3/19 | \$188,341 | \$227,175 | |
| FY 20- | 21 Total | | | \$0 | | \$336,352 | \$227,299 | |
| Total (FY 14-15 | through FY 20-21) | | | \$3,948,791 | | \$3,721,491 | \$227,299 | |

^{*} Credits from prior fiscal years are shown in gray.

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.

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. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 9. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by accounting. The revenue, interest and credits issued result in \$13,956,083 in total activity from the North Bethany Transportation System Development Charge through June 30, 2021.

Table 9: NBTSDC Total Activity (Revenue plus Credits Issued)

| Fiscal Year | NBTSDC Revenue | Interest Earned | Credits Issued | Total Activity |
|-------------|----------------|-----------------|----------------|----------------|
| FY 2014-15 | \$867,675 | | \$258,219 | \$1,125,894 |
| FY 2015-16 | \$1,987,137 | \$14,069 | \$679,976 | \$2,681,182 |
| FY 2016-17 | \$1,512,326 | \$9,811 | \$1,130,791 | \$2,652,928 |
| FY 2017-18 | \$2,598,573 | \$50,885 | \$444,649 | \$3,094,107 |
| FY 2018-19 | \$1,327,488 | \$166,764 | \$1,435,156 | \$2,929,408 |
| FY 2019-20 | \$341,213 | \$80,078 | \$0 | \$421,291 |
| FY 2020-21 | \$1,034,167 | \$17,106 | \$0 | \$1,051,273 |
| Total | \$9,668,579 | \$338,713 | \$3,948,791 | \$13,956,083 |

North Bethany Funding Plan Revenue Source Summary

Table 10 summarizes the North Bethany Funding programs through June 30, 2021.

Table 10: Summary of North Bethany Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2021 ¹ |
|---|-----------------------------|--|
| Major Streets Transportation Improvement Program (MSTIP)* | \$10,000,000 | \$10,000,000 |
| Transportation Development Tax (TDT)** | \$21,778,574 | \$9,599,620 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 | \$3,170,828 |
| North Bethany Transportation System Development Charge (NBTSDC - includes credits issued) | \$22,466,756 | \$13,956,083 |
| Pre-Existing Trust & Agency | \$1,400,000 | \$1,400,000 |
| Total | \$69,000,000 | \$38,126,531 |

¹⁾ Includes revenue plus interest and credits

Review of North Bethany Development

Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved. Construction within these approved developments has begun and over 2,200 units have been issued permits or final approval prior to June 30, 2021.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction begins. This is due to the fact that some TDT (or NBTSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBTSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2021.

^{*} Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

^{**} Estimated from NBTSDC receipts plus credits

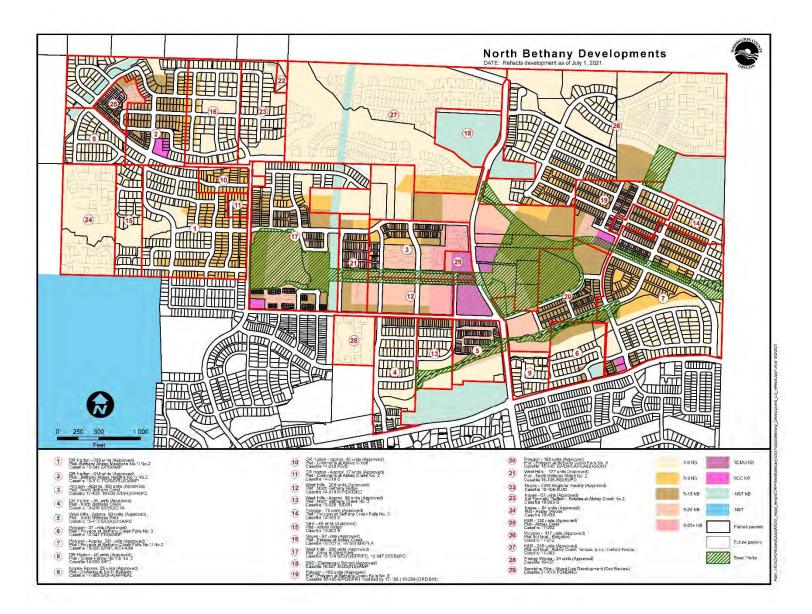


Figure 2: Development as of June 30, 2021

North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 11 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2021.

Table 11: Residential Development

| | Units Expected in | Units Approved, | Units Permitted or |
|------------------------|-------------------|-----------------|----------------------|
| Unit Type | Funding Plan | June 30, 2021 | Final, June 30, 2021 |
| Single Family Detached | 1,437 | 2,886* (97%) | 1,334 (93%) |
| Single Family Attached | 1,534 | 2,000 (3770) | 386 (25%) |
| Multifamily | 1,218 | 790** (65%) | 547 (45%) |
| Total | 4,189 | 3,676 (88%) | 2,267 (54%) |

^{*}Single Family residential approvals are not distinguished between attached and detached structures

Approximately 88% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 90% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 10% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2021, one capital project had been completed and credits had been issued for parts of several other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 12 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2021 and Figure 3 shows the same roadway improvements in a map form.

Table 12: North Bethany Road Project Analysis

| | | lable 12: North Be | cilially Road F | Toject Allalys | 13 | |
|---------|--------------------------------------|-------------------------------|-------------------|----------------|--------------|--|
| | | | | | | Credit |
| | | | | | | Vouchers |
| | | | | | | Issued/ |
| Project | | | Total Cost | Percent | | Other |
| Number | Road | Extent | Estimate | Complete* | Investment** | Funding |
| | | | | | | TDT15-05 |
| | | | | | | TDT15-06 |
| | | | | | | NB15-001 |
| 1 | Shackelford Rd | West Boundary | \$9,300,000 | 16% | \$1,490,540 | NB15-002 |
| _ | Shackehora Na | to Joss | 73,300,000 | 1070 | 71,450,540 | NB-007 |
| | | | | | | NB16-004 |
| | | | | | | NB16-009 |
| | | | | | | NB17-001 |
| | | | 40.000.000 | 40/ | 4050 757 | NB19-003 |
| 2 | Shackelford Rd | Joss to Kaiser | \$8,800,000 | 4% | \$359,757 | TDT19-07 |
| | | | <u> </u> | | | TDT19-08 |
| | | | | | | TDT |
| 3 | Springville Rd | 185 th to Joss | \$11,100,000 | 90% | \$9,996,031 | MSTIP 3d-HG |
| | | | | | | NB Co Svc Dist URMD |
| | | | | | | TDT14-04 |
| 4 | Springville Rd | Joss to Kaiser | \$3,600,000 | 25% | \$886,686 | URMD Safety |
| 7 | Springvine Na | Joss to Raisei | 75,000,000 | 2370 | 7000,000 | NB Co Svc Dist |
| | | Kaiser to | | - | | 110 00 310 0150 |
| 5 | Springville Rd | Countyline | \$0 | | | |
| 6 | Kaiser Rd | Shackelford to Springville | \$7,800,000 | 17% | \$1,306,585 | NB16-006 NB18-001 NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 TDT19-07 |
| 7 | 185th Ave | Springville to West Union | \$4,500,000 | 40% | \$1,792,652 | TDT MSTIP 3d-HG |
| 8 | Shackelford | Kaiser to Countyline | \$0 | N/A | \$185,193*** | NB16-003 |
| 9 | Shackelford Rd | ½ Bridge over Rock Creek | \$7,300,000 | | | |
| 10 | 185 th and Springville | Realignment | \$900,000 | 100% | \$900,000 | MSTIP 3d-HG TDT |
| 11 | Kaiser Rd | Springville to Bethany | \$6,100,000 | | | |
| 12 | Brugger Rd | Joss to Kaiser | \$3,200,000 | 18% | \$588,857 | NB14-02 NB16-008 NB18-001 NB18-002 NB18-003 NB18-004 NB18-005 |

| Project Number | Road | Extent | Total Cost Estimate | Percent Complete* | Investment** | Credit Vouchers Issued/ Other Funding |
|-------------------|--------------------------------|---------------------------|------------------------|----------------------|--------------|---|
| | | | | * | | TDT18-06 |
| 13 | Joss Rd | Shackelford to Arbor | \$4,100,000 | 11% | \$461,604 | NB15-003 NB16-001 NB16-002 NB18-002 |
| | | | | | | NB18-003 NB18-004 NB18-005 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | \$2,300,000 | 100% | \$2,480,397 | NB14-01 MSTIP (Loan) |
| | | Total | \$69,000,000 | 29% | \$20,263,109 | |

^{*} As of June 30, 2021. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

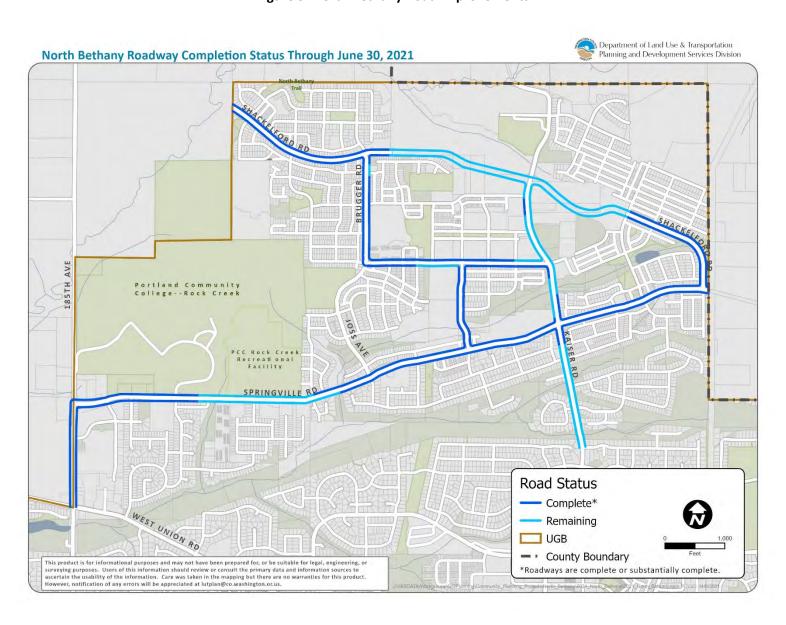


Figure 3: North Bethany Road Improvements

North Bethany Project Costs

Washington County engineering staff has been diligently working with the development community to coordinate and implement funded projects. North Bethany transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2021. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, development timing was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2021 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short-term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2021-22.

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2021-22.

| Iorth Beti | any Project Tracking | | | | | | | | | | | | | | | | | | |
|------------|------------------------------------|--|----------------------------|--------------------|--------------|--------------|-----------------|----------------|--------------|---------|---------------------|-----------------------------------|---|--|---|---|--|---|---|
| | | | | | | C | redit Issued or | Other Funds Sp | ent | | | | | | | | | | |
| roject No | . Road | Extent | Total Cost Estimate | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | Cumulative Total | Cumulative Percent Complete | 2014-15 Credit Vouchers Issued/Other | | 2016-17 Credit Vouchers Issued/Other | 2017-18 Credit Vouchers Issued/Other | 2018-19 Credit Vouchers Issued/Other | 2019-20 Credit Vouchers Issued/Other | 2020-21 Credit Vouchers Issued/Other |
| 1 | Shackelford Rd | West Boundary to Joss | \$9,300,000 | \$ - | \$ 720,196 | \$ 636,376 | \$ 133,968 | | | | \$ 1,490,540 | 16.0% | 3 | TDT15-05 TDT15-06 NB15-001 NB15-002 | NB-007 NB16-004 NB16-009 | NB17-001 | | | |
| 2 | Shackelford Rd | Joss to Kaiser | \$8,800,000 | s - | | | | \$ 214,778 | \$ 144,979 | | \$ 359,757 | 4.1% | i | | | | NB19-003 TDT19-07 | TDT19-08 | |
| 3 | Springville Rd | 185th to Joss | \$11,100,000 | \$ 118,833 | \$ 1,237,792 | \$ 2,126,937 | \$ 4,432,876 | \$ 44,162 | \$ 2,035,431 | | \$ 9,996,031 | 90.1% | TDT | MSTIP 3d-HG TDT | MSTIP 3d-HG | TDT MSTIP 3d-HG NB Co Svc Dist | TDT | MSTIP 3d-HG TDT | |
| | | | | | | | | | | | | | | | | | NB Co Svc Dist | | |
| 4 5* | Springville Rd Springville Rd | Joss to Kaiser Kaiser to Countyline | \$3,600,000 \$0 | \$ 160,393 \$ - | | | \$ 31,932 | \$ 386,686 | \$ 307,675 | | \$ 886,686 \$ - | 24.6% | TDT14-04 | | | URMD Safety Imp | URMD | URMD Safety Imp | |
| | Springville Nu | Raiser to Countyline | 50 | 7 | | | | | | | • | | | | | | NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 | | |
| 6 | Kaiser Rd | Shackelford to Springville | \$7,800,000 | \$ - | | \$ 177,795 | \$ 207,325 | \$ 921,465 | | | \$ 1,306,585 | 16.8% | i | | NB16-006 | NB18-001 | TDT19-07 | | |
| 7 | 185th Ave | Springville to West Union | \$4.500.000 | ۹ . | | | \$ 1.792.652 | | | | \$ 1,792,652 | 39.8% | | | | TDT MSTIP 3d-HG | | | |
| 8* | Shackelford | Kaiser to Countyline | \$4,500,000 | | | \$ 185,193 | \$ 1,792,052 | | | | \$ 1,792,052 | | | | NB16-003 | WISTIP 30-FIG | | | |
| 9 | Shackelford Rd | ½ Bridge over Rock Creek | \$7,300,000 | | | , | | | | | \$ - | 0.0% | | | | | | | |
| | | - | | | | | | | | | | | | | MSTIP 3d-HG | | | | |
| 10 11 | 185th and Springville Kaiser Rd | | \$900,000 | | | \$ 450,000 | \$ 450,000 | | | | \$ 900,000 | 100.0% | | | TDT | MSTIP 3d-HG | | | |
| 12 | Brugger Rd | Springville to Bethany Joss to Kaiser | \$6,100,000 \$3,200,000 | \$ - | | \$ 74,727 | \$ 103,356 | \$ 332,952 | | | \$ 588,857 | | NB14-02 | | NB16-008 | NB18-001 | NB18-002 NB18-003 NB18-004 NB18-005 TDT18-06 | | |
| 13 | Joss Rd | Shackelford to Arbor | \$4,100,000 | \$ - | \$ 165,231 | | | \$ 296,373 | | | \$ 461,604 | 11.3% | | NB15-003 NB16-001 NB16-002 | | | | | |
| 14 | P15 / Oats / 160th | Springville to Brugger | \$2,300,000 | \$ 2,480,397 | | | | | | | \$ 2,480,397 | 107 8% | NB14-01 MSTIP (Loan from SD) | | | | | | |
| | 1257 00057 20001 | Total | | | \$ 2.123.219 | \$ 3.651.028 | \$ 7.152.109 | \$ 2,196,416 | \$ 2,488,085 | \$ - | \$ 20,448,302 | | | | | | | | |
| * Funding | olan anticipated these p | rojects (#5 and #8) would be t | | | . ,, | ,, | . , , | . , , | . ,, | | \$ 20,263,109 | | Projects #5 and | #8 removed | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | TDT Project | TDT Exp/Credits | \$ 279,226 | \$ 212,380 | \$ 769,525 | \$ 494,282 | \$ 979,259 | \$ 1,430,225 | | \$ 4,164,897 | | | | | | | | |
| | | Partial TDT Project | | | | | | | | | | | | | | | | | |

Appendix D: Bonny Slope West Transportation System Development Charge Annual Report - Fiscal Year 2020-2021

Introduction

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure necessary to serve the Bonny Slope West Subarea.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2020-2021. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the Bonny Slope West Transportation System Development Charge activity during Fiscal Year 2020-21.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2020-2021 SUMMARY

| | FY 2020 -2021 |
|---------------------------|---------------|
| Starting Balance 7/1/2020 | \$1,644,960 |
| Revenue | \$884,040 |
| Transfer from TDT fund | \$1,798,703 |
| Investment Earnings | \$28,678 |
| Expenditures | \$43,353 |
| Ending Balance 6/30/2021 | \$4,313,028 |

No credits have been issued and no projects have been completed prior to June 30, 2021.



Washington County

Department of Land Use & Transportation • Planning and Development Services

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Bonny Slope West Transportation System Development (BSWTSDC) Charge Summary

Total BSWTSDC revenue activity is summarized in Table 1. It includes revenue from the charge, interest earned and credits issued. The revenue, interest and credits issued result in **\$4,343,768** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2021.

Table 1: BSWTSDC Total Activity (Revenue plus Credits Issued)

| Fiscal Year | BSWTSDC Revenue | Interest Earned | Transfers (from TDT) | Credits Issued | Total Activity |
|-------------|--------------------|--------------------|-------------------------|----------------|----------------|
| FY 2017-18 | \$531,156 | \$2,847 | \$0 | \$0 | \$534,003 |
| FY 2018-19 | \$387,023 | \$20,209 | \$0 | \$0 | \$407,232 |
| FY 2019-20 | \$672,091 | \$19,020 | \$0 | \$0 | \$691,112 |
| FY 2020-21 | \$884,040 | \$28,678 | \$1,798,703 | \$0 | \$2,711,421 |
| Total | \$2,474,310 | \$70,754 | \$1,798,703 | \$0 | \$4,343,768 |

Total BSWTSDC expenditure activity is summarized in Table 2. It includes expenditures for administration and other costs (e.g. credit card charges, mailing). The expenditures result in \$78,056 in total activity from the Bonny Slope West Transportation System Charge through June 30, 2021.

Table 2: BSWTSDC Expenditures

| Fiscal Year | Administration | Other | Total Activity |
|-------------|----------------|----------|----------------|
| FY 2017-18 | \$4,291 | \$11,497 | \$15,788 |
| FY 2018-19 | \$1,416 | \$4,277 | \$5,693 |
| FY 2019-20 | \$10,425 | \$2,797 | \$13,222 |
| FY 2020-21 | \$3,324 | \$40,029 | \$43,353 |
| Total | \$19,456 | \$58,600 | \$78,056 |

Bonny Slope West Funding Plan Revenue Source Summary

Table 3 summarizes the Bonny Slope West Funding programs through June 30, 2021.

Table 3: Summary of Bonny Slope West Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2021 ¹ |
|---|-----------------------------|---|
| Transportation Development Tax (TDT)* | \$3,649,500 | \$1,798,703 |
| Bonny Slope West Transportation System Development Charge (BSWTSDC - includes credits issued) | \$4,635,000 | \$2,474,310 |
| Major Streets Transportation Improvement Program (MSTIP)** | \$2,665,500 | \$0 |
| Total | \$10,950,000 | \$4,273,013 |

Includes revenue plus interest and credits

Review of Bonny Slope West Development

Prior to FY 17-18, no development had occurred in the Bonny Slope West Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the

^{*} Estimated from BSWTSDC receipts plus credits

^{**} Assumes the MSTIP allocation committed to the Bonny Slope West Funding Plan

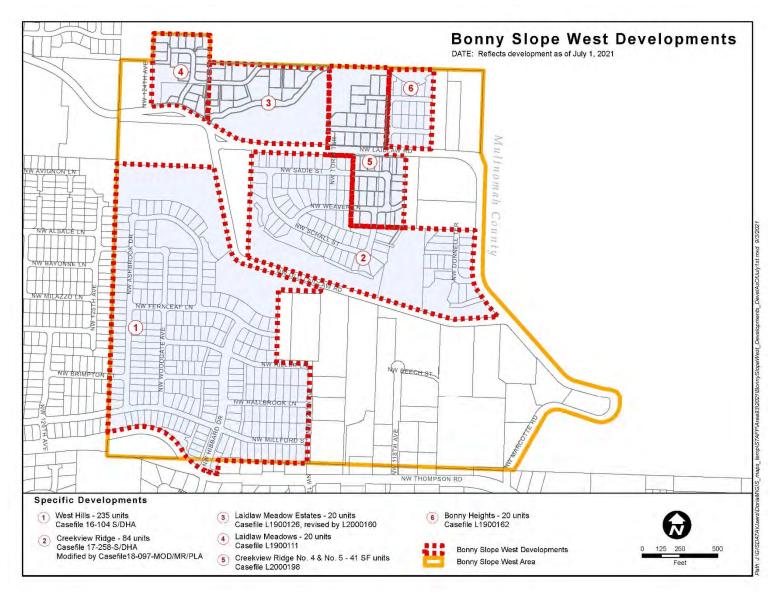
Subarea and 420 residential units (single-family) have been approved. Construction within these approved developments has begun and 307 units were issued permits or final approval prior to June 30, 2021.

While a significant portion of the overall residential development has been approved, contribution/payment toward the three funding programs included in the Bonny Slope West Funding Plan may not necessarily occur until development construction. This is due to the fact that TDT (or BSWTSDC) fees are generally paid at time of building permit and in some cases can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and BSWTSDC) at time of final building permit (or deferred to occupancy in some cases)

Figure 1, displays the land use approval status as of June 30, 2021.

Figure 1: Development as of June 30, 2021



Bonny Slope West Development Analysis

As shown in Figure 1, considerable development has been approved. However, some of it is not yet constructed or has yet to contribute toward the Bonny Slope West Funding Plan. Table 4 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2021.

Table 4: Residential Development

| | Units Expected in | Units Approved, | Units Permitted or |
|------------------------|-------------------|-----------------|----------------------|
| Unit Type | Funding Plan | June 30, 2021 | Final, June 30, 2021 |
| Single Family Detached | 600 | 420 (70%) | 307 (51%) |

Approximately 70% of the development expected in the Bonny Slope West Funding Plan has been approved. The development approvals also cover approximately 53% of the total Bonny Slope West Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 47% of the land area remains developable, much of the remaining developable area includes smaller parcels and lands that may have environmental or other restrictions.

Given the remaining land area available, it is expected that the units in the Bonny Slope West Plan can be reasonably achieved. It is the recommendation of this report to continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope Funding Plan.

Bonny Slope West Road Project Analysis

As of June 30, 2021, no capital projects had been completed and only one credit had been issued for a portion of the Thompson Road identified project. Table 5 shows the Bonny Slope West Road projects investment through June 30, 2021.

Table 5: Bonny Slope West Road Project Analysis

| Project Number | Road | Extent | Total Eligible Cost *** | Percent Complete* | Investment** | Credit Vouchers Issued/Other Funding |
|-------------------|-------------|--|-------------------------------|----------------------|--------------|---|
| 1 | Thompson Rd | Saltzman Rd to Marcotte Rd | \$4,000,000 | 3% | \$142,870 | TDT20-03 URMD Safety |
| 2 | Laidlaw Rd | Saltzman Rd to Marcotte Rd | \$5,400,000 | 0% | \$0 | |
| 3 | Marcotte Rd | Laidlaw Rd to Thompson Rd (ROW only) | \$350,000 | 0% | \$0 | |
| 4 | Saltzman Rd | Laidlaw Rd to Thompson Rd | \$1,200,000 | 0% | \$0 | |
| | | Total | \$10,950,000 | 1% | \$142,870 | |

As of June 30, 2021. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} Reflects total eligible project cost per Bonny Slope West ordinance project list. Overall project cost may be higher.

Bonny Slope West Project Costs

Bonny Slope West Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2021. It is the recommendation of this report to continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Project costs for Bonny Slope West roads should continue to be independently monitored. If the project costs increase faster in Bonny Slope West than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The Bonny Slope West Funding Plan assumed that development would occur in Bonny Slope West in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The Bonny Slope West Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2021 that is not included in this report. The ongoing rapid development of the Bonny Slope West Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the Bonny Slope West Funding Plan for Fiscal Year 2021-22.

This report provides three recommendations:

- 1. Continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope West Funding Plan.
- 2. Continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for Bonny Slope West roads, if the project costs increase faster in Bonny Slope West than the countywide TDT index, consider adjustments.
- 3. Update this review of the Bonny Slope West Funding Plan in Fiscal Year 2021-22.



Transportation Development Tax

Fiscal Year 2019-2020 Annual Report

July 1, 2019 through June 30, 2020

Washington County
Department of Land Use
& Transportation

December 2020

Board of County Commissioners

Kathryn Harrington, Chair

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Department of Land Use & Transportation

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Joe Younkins, Capital Projects Services Division Manager
Stacy Shetler, County Engineer
Erin Wardell, Principal Planner

Project Staff

Julie Sosnovske, Senior Transportation Planner
Steve Kelley, Senior Planner
Juli Mills, Senior Management Analyst
Marlene de Villa, Senior Accounting Assistant
Cindy Downey, Management Analyst II
Joseph Hayes, GIS Analyst
Doria Mateja-Stellmacher, GIS Technician III
Sheila Giambrone, Senior Administrative Manager
VJ Prasad, Senior Information Systems Analyst

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2019-2020 ANNUAL REPORT

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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 charge 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 No. 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) 2019-20 (July 1, 2019 through June 30, 2020) include the following:

- Washington County and the cities collected \$18.5 million in TDT cash proceeds, almost the same as the previous fiscal year (\$18.3 million), but still showing general overall growth since TDT was adopted in 2009.
- The county and cities issued **TDT credits with a total value of \$23.5 million**, which is about 45 percent higher than the value of credits issued in FY 2018-19 (\$16.1 million).
- County and city TDT accounts collectively generated almost \$2.7 million in interest and investment income.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as "total TDT activity," was approximately \$50.2 million, a significant increase (about 35 percent) from the previous fiscal year (\$37.2 million).
- The cities and unincorporated Washington County collectively invested about \$20.1 million in TDT funds for transportation capital projects. Hillsboro invested the most TDT funds, totaling over \$5.6 million for improvements. Countywide, more than \$42 million in other revenue (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$2.1 million. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.
- TDT accounts across the county had a total balance of over \$125 million on June 30, 2020.

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 charge, known as the Traffic Impact Fee (TIF), passed 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. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have each signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge 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 Project List ("TDT Project List") maintained by the county, are generally 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 pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 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 No. 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 No. 793.

In FY 2019-20 several developments used the change-in-use discount, including four in Beaverton, one in Cornelius, four in Tigard, one in Hillsboro and two in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2019-20 was about \$295,000.

A-Engrossed Ordinance No. 793

A-Engrossed Ordinance No. 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- 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 No. 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.

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.

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, the ODOT index was replaced with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remained the same.

In 2018, the Index was adjusted again to account for FHWA updated NHCCI methodology and revised prior calculations based on the new procedures. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, this new index was incorporated into the rate adopted by the Board of Commissioners on April 13, 2019. The rate was adjusted using the new index and adopted by the Board of Commissioners on April 21, 2020.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index 2.0

| YEAR | 2013 | 2014 | 2015 | 2016 | 2017* | 2018 | 2019 |
|---------------------------------------|------------|------------|-----------|------------|-----------|-----------|-----------|
| Index Components | | | | | | | |
| Materials Component | | | | | | | |
| National Highway CCI 2.0* | 1.6130 | 1.6816 | 1.6984 | 1.6616 | 1.6752 | 1.7338 | 1.9088 |
| % Annual Change | 0.71% | 4.25% | 1.00% | -2.17% | 0.82% | 3.50% | 10.09% |
| Avg. 5-Year Change | -0.29% | 3.14% | 3.39% | 1.97% | 0.92% | 1.48% | 2.65% |
| Labor Component | | | | | | | |
| BLS Employment Cost Index | 118.6 | 120.7 | 123.4 | 124.9 | 128.3 | 132.4 | 137.0 |
| % Annual Change | 0.85% | 1.77% | 2.24% | 1.22% | 2.72% | 3.20% | 3.47% |
| Avg. 5-Year Change | 1.35% | 1.56% | 1.67% | 1.42% | 1.76% | 2.23% | 2.57% |
| Right-of-Way Component | | | | | | | |
| Avg. Total Real Market Value | \$ 407,690 | \$ 453,046 | \$481,670 | \$ 530,246 | \$581,558 | \$597,302 | \$614,277 |
| % Annual Change | 11.54% | 11.13% | 6.32% | 10.08% | 9.68% | 2.71% | 2.84% |
| Avg. 5-Year Change | -1.12% | 2.18% | 4.42% | 7.31% | 9.75% | 7.98% | 6.33% |
| 5-year rolling average weighted index | 0.039% | 2.474% | 2.028% | 2.875% | 2.939% | 3.005% | 3.360% |

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As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2020) was \$9,269, up from the \$8,968 charged between October 1, 2019 and June 30, 2020.

III. COUNTYWIDE FINANCIAL ANALYSIS

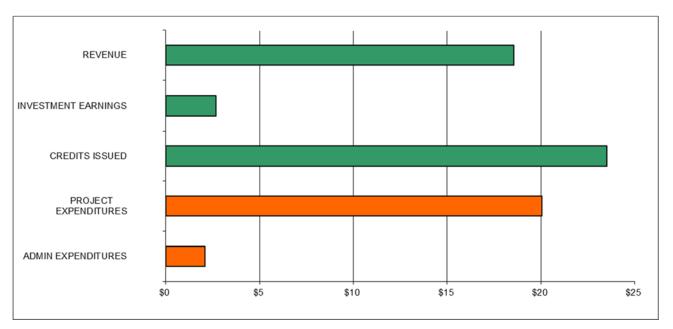
Countywide Total TDT Activity and Balance

In FY 2019-20, the county and cities collected \$18,549,709 in TDT revenue. While this represents a nine percent decrease compared to the previous fiscal year, it follows overall development activity in Washington County and continues the expected growth since the program started in 2009. County and city TDT accounts earned interest amounting to \$2,685,469. Jurisdictions issued 40 different credits totaling \$23,510,294 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$50,203,858 countywide in FY 2019-20.

Expenditures on capital projects (which may include design), totaled \$20.1 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about \$2.1 million. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2020 were added together for all jurisdictions across the county, the total "account balance" would be over \$125 million. 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 as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2019-20.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2019-20 (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 2019-20 should have been around \$40 million. Actual activity was \$44.75 million, somewhat higher than that expectation. Total TDT activity in FY 2019-20 was up significantly (by about 21 percent) compared to FY 2018-19, showing continued overall growth since the program started in 2009.

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 graph. During the 2019-20 fiscal year, the total TDT activity is consistent with expected TDT activity anticipated in 2008.

(Reported in millions of \$'s) Transportation Development Tax: FY 19-20 \$50 \$45 \$40 \$35 \$30 \$25 \$20 \$15 \$10 actual activity* expected activity** \$5 \$0 2006 TIF 2009-10 2019-20 2008 TIF 2012-13 2013-14 2015-16 2010-11 *Actual Activity includes: Revenue, Credits issued and Interest ** Using NHCCI 2.0

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2019-20 with that of previous years, including TIF activity for calendar years prior to 2010. Prior to this year, FY 2015-16 had generated the most revenue and total activity since the TIF program went countywide in 1990. FY 2015-16 remains the year that has generated the most revenue. However, FY 2019-20 generated more total activity towards improvements of the transportation network due to credits issued. FY 2019-20 was the highest total activity year thus far, exceeding the record set in FY 2015-16.

(Reported in millions of \$'s) \$50 ■CASH RECEIPTS ■CREDITS & \$25 \$15 TDT 12-13 TDT 13-14 TDT 14-15 TIF 1998 TIF 1999 TIF 2000 **TIF 2001** TIF 2002 TIF 2003 **TIF 2004** TIF 2005 TIF 2006 TIF 2007 TIF 2008 TIF 2009 16-17 17-18 **TIF 1997** DT 09-10 **TDT 11-12 TDT 15-16**

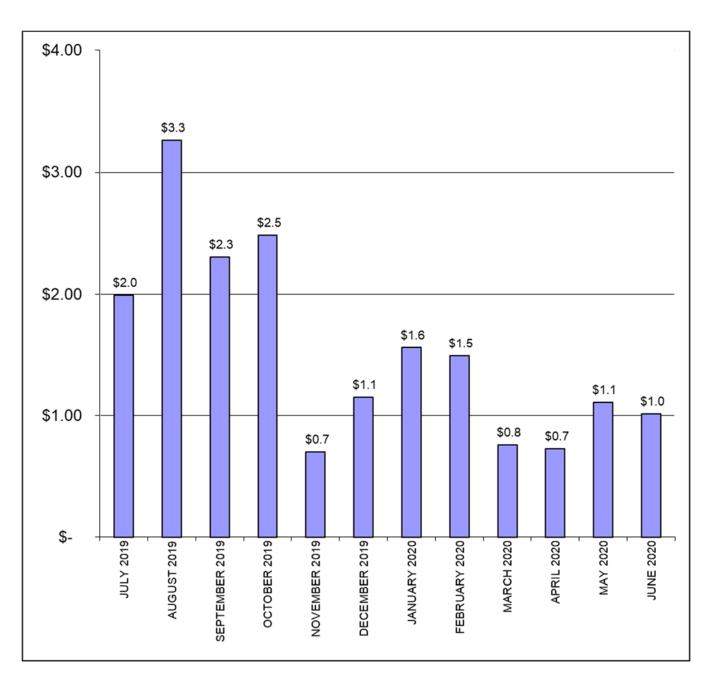
FIGURE 3: ANNUAL PROGRAM COMPARISON

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 2019-20, revenue ranged from about \$700,000 in November, 2019 and April, 2020, to about \$3.3 million in August, 2019. Covid-19 likely kept TDT revenues lower than normal from March, 2020 on.

FIGURE 4: TDT CASH RECEIPTS BY MONTH - FY 2019-20

(Reported in millions of \$'s)



Interest Earned

During FY 2019-20, the countywide TDT program collected \$2,685,469 in interest and investment earnings. 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.

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 2019-20, a total of 35 separate TDT credits were issued: 19 in Hillsboro, two in Tigard, one in Beaverton, one in Sherwood, three in Cornelius, and nine in unincorporated Washington County. The 35 credits represent \$23.5 million in eligible improvements to the transportation system. Developers used about \$5.3 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 2019-20 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 2019-20, in order, were unincorporated Washington County (\$3.9 million, 21 percent of total), Hillsboro (\$3.7 million, 20 percent of total), Tigard (\$2.7 million, 14 percent of total), Beaverton (\$1.9 million, 10 percent of total), Sherwood (\$1.7 million, nine percent of total) and Tualatin (\$1.5 million, eight percent of total). If credits and interest are included, Hillsboro had the most activity with \$25.2 million; followed by unincorporated Washington County with \$4.9 million, and Tigard with \$2.8 million in total TDT activity.

In terms of expenditures, unincorporated Washington County had the highest amount, with \$10.6 million for capital projects and administrative expenses; this was followed by Hillsboro, with \$7.2 million in expenditures, and King City with \$1.4 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2020 was highest in Washington County (\$43.3 million), followed by the City of Hillsboro (\$20.4 million), Beaverton (\$13.8 million) and Tigard \$13.6 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2019-20 (Rounded to nearest dollar)

| Jurisdiction | Ba | alance as of 7/1/19 | F | Cash Receipts | Interest Earnings & Transfers | Credits Issued* | "Total Activity" | Project & Admin Expenses | Ba | alance as of 6/30/20 |
|-------------------|----|------------------------|----|------------------|-------------------------------------|--------------------|---------------------|--------------------------------|----|-------------------------|
| Banks | \$ | 328,970 | \$ | 45,626 | \$ 7,505 | \$ - | \$ 53,131 | \$ - | \$ | 382,101 |
| Beaverton | \$ | 12,333,907 | \$ | 1,918,318 | \$ 292,316 | \$ 566,606 | \$ 2,777,240 | \$ 775,299 | \$ | 13,769,243 |
| Cornelius | \$ | 787,137 | \$ | 1,110,851 | \$ 24,664 | \$ 240,922 | \$ 1,376,437 | \$ 58,353 | \$ | 1,864,298 |
| Durham | \$ | 17,255 | \$ | - | \$ 361 | \$ - | \$ 361 | \$ 550 | \$ | 17,066 |
| Forest Grove | \$ | 10,638,260 | \$ | 976,850 | \$ 321,435 | \$ - | \$ 1,298,286 | \$ - | \$ | 11,936,545 |
| Gaston | \$ | 61,965 | \$ | - | \$ 1,333 | \$ - | \$ 1,333 | \$ - | \$ | 63,298 |
| Hillsboro | \$ | 18,926,197 | \$ | 3,712,983 | \$ 4,953,994 | \$ 21,507,028 | \$ 30,174,005 | \$ 7,188,295 | \$ | 20,404,879 |
| King City | \$ | 1,872,045 | \$ | - | \$ 23,861 | \$ - | \$ 23,861 | \$ 1,390,697 | \$ | 505,208 |
| North Plains | \$ | 3,437,727 | \$ | 989,425 | \$ 77,614 | \$ | \$ 1,067,039 | \$ 331,911 | \$ | 4,172,855 |
| Sherwood | \$ | 4,269,325 | \$ | 1,659,691 | \$ 105,235 | \$ 44,583 | \$ 1,809,510 | \$ 826,990 | \$ | 5,207,262 |
| Tigard | \$ | 11,607,601 | \$ | 2,666,364 | \$ 326,537 | \$ 180,948 | \$ 3,173,849 | \$ 989,645 | \$ | 13,610,857 |
| Tualatin | \$ | 8,054,581 | \$ | 1,542,796 | \$ 238,272 | \$ - | \$ 1,781,068 | \$ - | \$ | 9,835,649 |
| Washington County | \$ | 48,205,847 | \$ | 3,926,804 | \$ 1,761,793 | \$ 970,207 | \$ 6,658,804 | \$ 10,588,210 | \$ | 43,306,233 |
| Wilsonville | \$ | 333,440 | \$ | - | \$ 8,934 | \$ - | \$ 8,934 | \$ - | \$ | 342,373 |
| Countywide Total | \$ | 120,874,256 | \$ | 18,549,709 | \$ 8,143,855 | \$ 23,510,294 | \$ 50,203,858 | \$ 22,149,952 | \$ | 125,417,868 |

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2019-20

(Does not include credits, interest earnings or fund transfers)

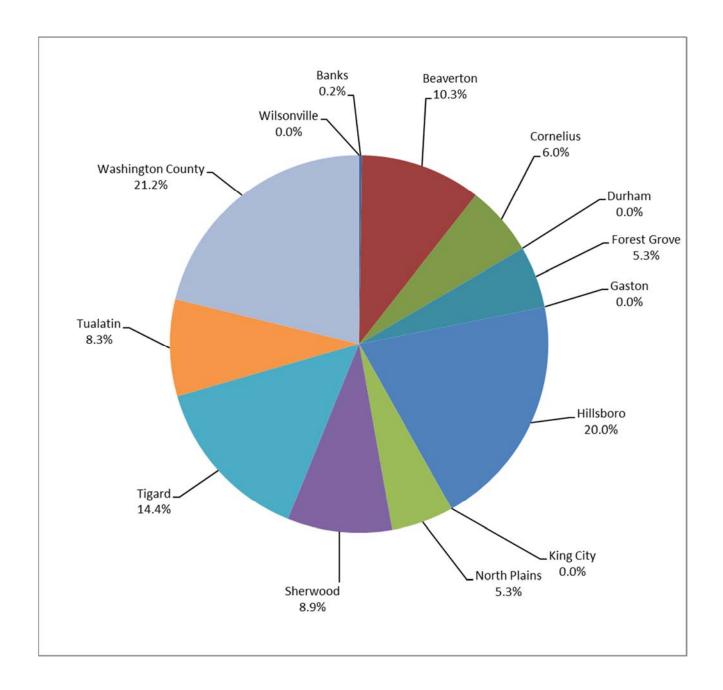
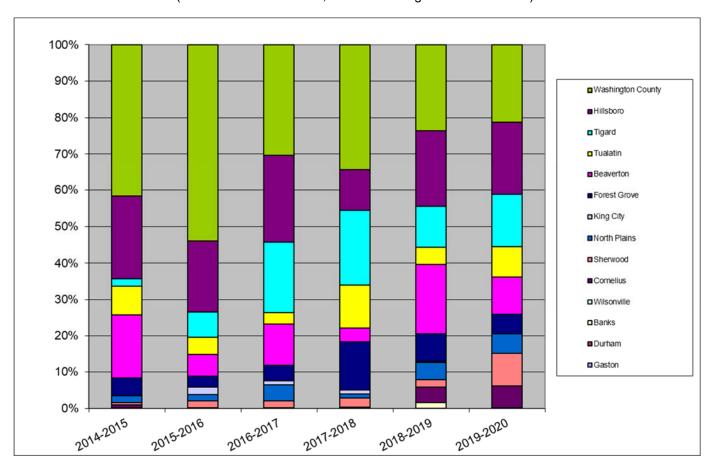


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2014-15 through FY 2019-20

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2019-20, eight cities and Washington County invested a combined total of \$15,464,646 in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2019-20 expenditures.

- The City of Hillsboro invested about \$7.1 million for three projects, including extensions of Century Boulevard and Cherry Drive, a Jackson School Road bike/ped project and Hidden Creek between 49th and 53rd Avenues.
- Washington County used about \$4.3 million for intersection improvements at Cedar Hills Boulevard/US 26 and Cornelius Pass Road/Germantown Road, improvements to Springville Road, SW 209th and Johnson Streets and preliminary design for projects on Cornelius Pass Road and Basalt Creek Parkway.
- The City of Beaverton used about \$550,000 for the Hocken Avenue Railroad Canyon Street improvement, Cedar Hills/Westgate Dawson intersection and a Western Avenue road diet, including ped/bike facilities.
- The City of Sherwood used about \$820,000 for improvements to OR 99W/Sunset Boulevard, Kruger-Elwert intersection improvements, Tualatin-Sherwood Road widening, the Cedar Creek Trail and Oregon Street improvements.
- The City of Tigard used almost \$1 million toward several smaller projects, including contributions toward signal coordination on Upper Boones Ferry Road, Roy Rogers Road improvements, 121st Ave ped/bike, and Tiedeman sidewalks between Fanno Creek and Greenburg.
- The City of Cornelius used about \$58,000 toward their S. 29th Blvd. project.
- The City of North Plains used about \$330,000 toward a trail along West Union Road.
- The City of King City used about \$1.3 million toward their 131st and Beef Bend improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2019-20, jurisdictions invested over \$76 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- Roadway Improvements: Walker Road, Cornelius Pass Road, 158th Avenue, 198th Avenue, Roy Rogers Road, Jackson School Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, West Union Road, Springville Road, SW 121st Avenue, Tualatin-Sherwood Road, Thompson Road, Saltzman Road, Millikan Way
- Roadway Extensions: Hidden Creek Drive, Basalt Creek Parkway, Century Boulevard, 124th Avenue

- Intersection Improvements: 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, OR 47/Maple/Fern Hill, 25th Avenue/Cornell Road, Martin/Hwy 47/Verboort, Gales Creek/Thatcher Road, Farmington Road/River Road
- Bicycle/Pedestrian Projects: Jackson School Road, Bull Mountain Road, West Union/Thompson Road
- Bridge/Culvert Replacements: 227th Avenue over Rock Creek, Butner Road, Beef Bend Road, Cornelius Pass Road/Rock Creek Bridge, 80th Avenue
- Safety Improvements: 185th Avenue, Springville Road, Kaiser Road, Thompson Road
- Interchange: OR 217 (Allen-Denney) Interchange
- ADA Ramps: Countywide
- Technology/Other: Cornelius Pass Road

Additional Improvement Value Contributed by Development:

Starting in fiscal year 2017-18 some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2019-20 fiscal year, two cities (Hillsboro and Tigard) reported additional improvement value contributed by development to be just over \$5 million.

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 2019-20. In total, \$310.1 million has been invested in eligible road projects on the TDT Project List since 2009, including \$47 million in TDT funds and \$263.1 million in other funds. In addition, \$2.9 million has been invested in eligible transit projects, including \$2.0 million in TDT funds and just under \$1 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 would remain unfunded. As of the end of FY 2019-20, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 21 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in the past few years, 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 about \$3 billion in road projects and about \$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 \$1,840 per motor vehicle trip and \$312 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 21% of the eligible motor vehicle costs and 14% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to 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 | \$3,065,938,066 | 1,666,558 | \$1,840 | \$391 | 21.3% |
| Transit Cost | \$519,982,027 | 1,666,558 | \$312 | \$45 | 14.4% |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | \$3 | 95.5% |
| Total | \$3,5911,154,092 | | \$2,155 | \$439 | N/A |

The 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.

| | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | | Estimated Project | | | | | Total TDT and |
|---------------|------------------------|-------------------------|--|-----------------------------------|--|-------------------------------|----------------------------|-------------------|--------------------|-----------------------|-------|-----------------|-----------------------------|-------------------------|--------------|------------------------|----------------------|-----------------------------|---------------|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Related to Capacity (%) | Funding Source | Funding Revenue | Eligible Cap Amoun | | Frowth Share | Eligible SDC Amount | Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | TDT 2009- Present | Other Fundin 2009-Presen | |
| 2000 | Beaverton | 114th/115th | MAX Light Rail | Beaverton- Hillsdale/ Griffith | Construct 2-lane multimodal | \$ 11,040,000 | 100% | | | \$ 11,04 | 0,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | 120th | Center | Canyon | Construct 2-lane multimodal | \$ 9,825,600 | | | | | | 100% | \$9,825,600 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton Beaverton | 125th Allen | Brockman Hwy 217 | Hall Western | Extend 2-lane multimodal Add turn lanes, signals, bike/ped | \$ 15,345,600 \$ 6,955,200 | 100% | | | \$ 15,34 \$ 6,95 | | 100% | \$15,345,600 \$6,955,200 | 2014-2024 2014-2024 | | \$ 548,486 | \$ - | \$ 143,12 \$ 677,35 | |
| | | | 1 - | | Add turn lanes, signals, bike/ped Add turn lanes, bike lanes, | | | | | | | | | | | φ 340,400 | φ - | | \$ 077,551 |
| 2004 | Beaverton | Allen | Murray | Hwy 217 | sidewalks & signalize | \$ 45,926,400 | 100% | | | \$ 45,92 | 5,400 | 100% | \$45,926,400 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2005 | Beaverton | Farmington to no | Scholls Ferry; Ce orth of Walker; Ha Hills; Farmington: \$ | all: SB OR 217 | Adaptive signal systems | \$ 11,040,000 | 100% | | | \$ 11,04 | 0,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2006 | Beaverton | Baltic | US26 WB | Barnes | Add NB aux lane; Add SB aux lane | \$ 570,000 | 100% | | | \$ 57 | 0,000 | 100% | \$570,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2007 | Beaverton | Barnes | 117th | Baltic | Bus pullouts, shelters, and transit amenities | \$ 700,000 | 100% | | | \$ 70 | 0,000 | 100% | \$700,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2008 | Beaverton | Barnes | 116th | | Construct traffic signal; Construct 2nd WB left turn lane | \$ 500,000 | 100% | | | \$ 50 | 0,000 | 77% | \$384,058 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2009 | Beaverton | Barnes | Cedar Hills | | Add 2nd EB to SB right turn lane | \$ 450,000 | 100% | | | \$ 45 | 0,000 | 100% | \$450,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2010 | Beaverton | Barnes | Cedar Hills | Valeria | Add WB aux lane; modify signals | \$ 1,250,000 | 100% | | | \$ 1,25 | 0,000 | 100% | \$1,250,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2011 | Beaverton | Barnes | Station North/Holly | | Construct signal and interconnect; Add WB right turn lane | \$ 600,000 | 100% | | | \$ 60 | 0,000 | 100% | \$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 | 100% | | | \$ 1,90 | 0,000 | 100% | \$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 | 100% | | | \$ 60 | 0,000 | 100% | \$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 | 100% | | | \$ 2,10 | 0,000 | 100% | \$2,100,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2015 | Beaverton | Barnes | OR 217 | Leahy | | \$ 200,000 | 100% | | | \$ 20 | 0,000 | 88% | \$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 | 100% | | | \$ 2,70 | 0,000 | 100% | \$2,700,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2017 | Beaverton | Barnes | Baltic | Monterey PI | Add WB aux lane; Modify traffic signals | \$ 600,000 | 100% | | | \$ 60 | 0,000 | 100% | \$600,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2018 | Beaverton | Barnes | Monterey | | Add EB left turn lane; Modify traffic signal | \$ 500,000 | 100% | | | \$ 50 | 0,000 | 88% | \$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 | 100% | | | \$ 2,50 | 0,000 | 100% | \$2,500,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 2020 | Beaverton | Beaverton- Hillsdale | Western | | Turn lanes, signal improvements | \$ 2,064,480 | 100% | | | \$ 2,06 | 4,480 | 100% | \$2,064,480 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 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 | 100% | | | \$ 1,43 | 0,000 | 100% | \$1,430,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | Canyon | 170th | OR 217 | Access management | \$ 1,000,000 | | | | | | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | Canyon | Cedar Hills 300' north of | | Turn lanes, signal improvements Add NB and SB aux lanes, extend | \$ 6,922,080 | 100% | - | - | \$ 6,92 | | 100% | \$6,922,080 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Beaverton | Cedar Hills | Celeste | Barnes | 300' north of Celeste | \$ 2,330,000 | | | | \$ 2,33 | | 100% | \$2,330,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2025 | Beaverton | Cedar Hills | Barnes | US 26 WB | Add SB multi-use bike/ped facility Add NB aux lane to Barnes; Add | \$ 250,000 | 100% | | | \$ 25 | 0,000 | 100% | \$250,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2026 | Beaverton | Cedar Hills | US 26 WB | | hite/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals | \$ 1,000,000 | 100% | | | \$ 1,00 | 0,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 2027 | Beaverton | Cedar Hills | US 26 WB | US 26 EB | Construct sidewalks and bike lanes | \$ 670,000 | 100% | | | \$ 67 | 0,000 | 100% | \$670,000 | 2014-2024 | \$ 73,430 | | \$ 2,479,866 | \$ - | \$ 2,479,866 |
| 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 | 100% | | | \$ 1,77 | 0,000 | 100% | \$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 | 100% | | | \$ 44 | 8,000 | 100% | \$448,000 | 2014-2024 | | | \$ - | \$ - | \$ - |

| | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | Estimated Project | | | | | | | al TDT and |
|---------------|------------------------|-------------------------------|------------------------|--|--|-------------------------------|----------------------------|-------------------|--------------------|-----------------------------|------------------|-----------------------------|-------------------------|--------------|------------------------|--------|---------------|-------------------------------|------|-------------------------|
| Project ID | Jurisdiction | Facility | From | То | Project | roject Cost (2014\$) | Related to Capacity (%) | Funding Source | Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | | 2009- sent | Other Funding 2009-Present | | er funding 9-Present |
| 2030 | Beaverton | Cedar Hills | Walker | | Add double left turn lanes on all approaches, add EB rt turn lane | \$ 3,643,200 | 100% | | | \$ 3,643,20 | 0 97% | \$3,545,614 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2031 | Beaverton | Cedar Hills | Walker | Farmington | Add turn lanes, bike lanes | \$ 20,976,000 | 100% | | | \$ 20,976,00 | 0 100% | \$20,976,000 | 2014-2024 | † | | \$ | - | \$ - | \$ | - |
| 2032 | Beaverton | Cedar Hills | Jenkins | | Turn lanes, signal improvements | \$ 2,550,240 | 100% | | | \$ 2,550,24 | 0 100% | \$2,550,240 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2033 | Beaverton | Cedar Hills | Hall | | Add NB rt turn lane Add aux lanes at all intersection | \$ 728,640 | 100% | | | \$ 728,64 | 0 100% | \$728,640 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| 2034 | Beaverton | Cornell | 113th | | approaches; Modify traffic signal | \$ 700,000 | 100% | | | \$ 700,00 | 0 100% | \$700,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2035 | Beaverton | Cornell | 107th | | Construct traffic signal | \$ 360,000 | 100% | | | \$ 360,00 | | \$360,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2036 | Beaverton | Crescent | Rose Biggi | Cedar Hills | Extend 2-lane multimodal | \$ 3,864,000 | 100% | | | \$ 3,864,00 | 0 100% | \$3,864,000 | 2014-2024 | | | \$ | - | \$ 65,237 | \$ | 65,237 |
| 2037 | Beaverton | Davies Dawson/ | Scholls Ferry | Barrows | Extend 2-lane multimodal | \$ 5,409,600 | 100% | | | \$ 5,409,60 | 0 100% | \$5,409,600 | 2014-2024 | | | \$ | - | \$ - | \$ | <u> </u> |
| | Beaverton | Westgate | Rose Biggi | Hocken | Extend 2-lane multimodal Add turn lanes, bike lanes & | \$ 9,825,600 | 100% | | | \$ 9,825,60 | | \$9,825,600 | 2014-2024 | \$ 399,567 | | \$ 8 | 339,820 | \$ 31,576 | \$ | 871,396 |
| | Beaverton | Denney | Hall | Scholls Ferry | signalize | \$ 6,734,400 | 100% | | | \$ 6,734,40 | | \$6,734,400 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Beaverton | Farmington | Cedar Hills | | Turn lanes, signal improvements | \$ 3,036,000 | 100% | | | \$ 3,036,00 | | \$3,036,000 | 2025-2039 | | | \$ | - | \$ 4,481,573 | | 4,481,573 |
| 2041 | Beaverton Beaverton | Farmington Hall extension | Lombard to Jenkins | | Add NB rt turn lane Construct 2 or 4 lane | \$ 1,689,120 15,897,600 | 100% 100% | | | \$ 1,689,12 \$ 15,897.60 | | \$1,689,120 \$15,897,600 | 2025-2039 | | | \$ | - | \$ 2,492,788 | \$ | 2,492,788 |
| | Beaverton | Hall | Cedar Hills | Farmington | Add turn lanes, bike lanes | \$ 5,740,800 | 100% | | | \$ 5,740,80 | | \$5,740,800 | 2014-2024 | | | \$ | - | \$ - | \$ | |
| 2045 | Beaverton | Hall | Center | Ť | | \$ 121,440 | 100% | | | \$ 121,44 | | \$121,440 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2046 | Beaverton | Hall | Allen | | Add EB&WB rt turn lanes, NB&SB | \$ 2,373,600 | 100% | | | \$ 2,373,60 | 0 100% | \$2,373,600 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| 2047 | Beaverton | Hall | Denney | 1 | double lefts Turn lanes, signal improvements | \$ 850,080 | 100% | | | \$ 850,08 | | \$850,080 | 2025-2039 | 1 | | \$ | - | \$ - | \$ | |
| | Beaverton | Hall | 500' south of Allen | 12th | Add turn lanes, bike lanes | \$ 6,734,400 | 100% | | | \$ 6,734,40 | | \$6,734,400 | 2014-2024 | 1 | | \$ | - | \$ - | \$ | - |
| 2049 | Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$ 18,878,400 | 100% | | | \$ 18,878,40 | 0 100% | \$18,878,400 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2050 | Beaverton | Millikan | Murray | | Rt turn lane for WB Millikan | \$ 607,200 | 100% | | | \$ 607,20 | 0 100% | \$607,200 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Beaverton | Millikan Millikan | 141st Watson | Hocken | Add signal, turn lanes, bike & ped | \$ 2,870,400 15,235,200 | 100% | | | \$ 2,870,40 \$ 15,235,20 | 0 100% | \$2,870,400 \$15,235,200 | 2014-2024 | | \$ 936,209 | \$ | - | \$ - \$ 936.209 | \$ | 936,209 |
| 2052 | Beaverton | Murray | Allen | 11401 | Turn lanes, signal improvements | \$ 1.578.720 | 100% | | | \$ 15,235,20 | 0 100% | \$15,235,200 | 2014-2024 | | \$ 930,209 | \$ | 1,299 | \$ 930,209 | \$ | 1,299 |
| 2054 | Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$ 1,280,640 | 100% | | | \$ 1,280,64 | 0 100% | \$1,280,640 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Beaverton | New street | Broadway | 115th | Construct 2-lane multimodal | \$ 4,968,000 | 100% | | | \$ 4,968,00 | | \$4,968,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Beaverton Beaverton | Nimbus | Denney | Hall | Extend 2-lane multimodal | \$ 17,001,600 | 100% 100% | | | \$ 17,001,60 | 0 100% 0 100% | \$17,001,600 \$3,312,000 | 2014-2024 | | | \$ | - | \$ - | \$ | |
| 2058 | | Rose Biggi Scholls Ferry | TV Hwy Allen | Broadway | Extend 2-lane multimodal Turn lanes, signal improvements | \$ 3,312,000 4.128.960 | 100% | | | \$ 3,312,00 \$ 4,128,96 | | \$3,929,172 | 2014-2024 | 1 | | \$ | - | \$ - \$ - | \$ | |
| | Beaverton | Scholls Ferry | Nimbus | | Turn lanes, signal improvements | \$ 1,733,280 | 100% | | | \$ 1,733,28 | | \$1,733,280 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2061 | Beaverton | Scholls Ferry | 125th | | Add SB rt turn lane | \$ 1,280,640 | 100% | | | \$ 1,280,64 | 0 100% | \$1,280,640 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2062 | Beaverton | Scholls Ferry | Davies | | Add NB rt turn lane, close east end of Scholls Ferry @Barrows | \$ 331,200 | 100% | | | \$ 331,20 | 0 100% | \$331,200 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2063 | Beaverton | Scholls Ferry Sexton | Barrows (west end) | | Add SB rt turn lane | \$ 331,200 | 100% | | | \$ 331,20 | 0 100% | \$331,200 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2064 | Beaverton | Mountain Walker | 160th | 155th | Extend 2-lane multimodal | \$ 2,760,000 | 100% | | | \$ 2,760,00 \$ 2,760,00 | | \$2,760,000 | 2014-2024 | | \$ 2.080 | \$ | - | \$ - \$ 2.762.080 | \$ | - 2 762 000 |
| | Beaverton Beaverton | Walker | 173rd 167th | | Turn lanes, signal improvements Signalize, add SB left turn lane | \$ 2,760,000 187,680 | 100% | | | \$ 2,760,00 \$ 187,68 | | \$2,760,000 \$187,680 | 2025-2039 2025-2039 | | \$ 2,000 | \$ | | \$ 187,821 | | 2,762,080 187,821 |
| 2067 | Beaverton | Weir | 155th | 175th | Turn lanes, bike lanes, sidewalks | \$ 4,526,400 | 100% | | | \$ 4,526,40 | | \$4,526,400 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2068 | Beaverton | 175th | UGB | Scholls Ferry | Widen to 5 lanes | \$ 6,345,000 | 100% | SCM TSDC | | \$ 6,345,00 | 0 100% | \$6,345,000 | 2014-2024 | | \$ 24,320 | \$ | - | \$ 5,191,746 | \$ | 5,191,746 |
| 2069 | Beaverton | New East-West Collector | Tile Flat | Loon | New 3 lane collector | \$ 22,755,000 | 100% | SCM TSDC | | \$ 22,755,00 | 0 100% | \$22,755,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2070 | Beaverton | New North- South Collector | UGB | Scholls Ferry | New 2 lane collector | \$ 11,020,000 | 100% | SCM TSDC | | \$ 11,020,00 | 0 100% | \$11,020,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2071 | Beaverton | Scholls Ferry | Tile Flat | 175th / Roy Rogers | Widen to 5 lanes New right turn lanes at Scholls | \$ 8,165,000 | 100% | SCM TSDC | | \$ 8,165,00 | 0 100% | \$8,165,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2072 | Beaverton | Scholls Ferry | Horizon/Teal | | Ferry Rd / Horizon-Teal Blvd intersection | \$ 500,000 | 100% | SCM TSDC | | \$ 500,00 | 0 100% | \$500,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2073 | Beaverton | Tile Flat | UGB | Scholls Ferry | Widen to 3 lanes | \$ 3,025,000 | 100% | SCM TSDC | | \$ 3,025,00 | 0 100% | \$3,025,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2074 | Beaverton | Western | 5th | Beaverton- Hillsdale/ Griffith | Reconstruct 4-lane roadway as 3- lane arterial with separated bicycle and pedestrian paths. Includes traffic signal | \$ 4,125,000 | 100% | SCM TSDC | | \$ 4,125,00 | 0 100% | \$4,125,000 | 2014-2024 | \$ 95,398 | | \$ 1 | 94,489 | \$ - | \$ | 194,489 |
| 2075 | Beaverton | Hocken Ave | RR Tracks | Tualatin-Valley Hwy | Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation | \$ 2,500,000 | 100% | SCM TSDC | | \$ 2,500,00 | | \$1,900,000 | 2014-2024 | \$ 52,858 | | | , | \$ - | \$ | 96,514 |
| | Beaverton | TOTAL | 1 | 1 | Construct intersection improvement | \$ 366,628,600 | | | | \$ 366,628,60 | | \$365,530,668 | | \$ 621,253 | \$ 1,511,236 | \$ 3,6 | 11,988 | \$ 16,969,508 | \$ 2 | .0,581,496 |
| 2500 | Banks | OR 6 | Aerts Road | 1 | or roundabout | \$ 5,800,000 | 100% | City SDCs | | \$ 5,800,00 | 0 100% | \$5,800,000 | 2025-2040 | | | | | | | |
| 2501 | Banks | Banks Rd | OR 47 | Aerts Rd | Widen, improve intersection sight distance, provide shoulders, construct continuous or intermittent left-turn lanes | \$ 10,200,000 | 100% | City SDCs | | \$ 10,200,00 | 0 100% | \$10,200,000 | 2025-2040 | | | | | | | |
| 2502 | Banks | New Collector (West Banks) | Cedar Canyon Road | Main Street/OR 47 (South of Sunset Park) | Construct new 2/3 lane collector | \$ 15,700,000 | 100% | City SDCs | | \$ 15,700,00 | 0 100% | \$15,700,000 | 2025-2040 | | | | | | | |

| | | | | | | | | | | | | | | | | | | l | |
|---------------|--------------|---|---------------------------------|---|--|--------------------------|--|---------------------------------------|--|------------|-----------|--------------------|------------------------|---|--------------|------------------------|----------------------|----------------------------|--|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | Eligible (| | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
| 2503 | Banks | New Collector (East Banks) | Banks Road | Aerts Road (north of OR 6) | Construct new 2/3 lane collector | \$ 5,500,000 | 100% | City SDCs | | \$ 5 | 5,500,000 | 100% | \$5,500,000 | 2025-2040 | | | | | |
| | Banks | TOTAL | | (HOILITOLOK 6) | | \$ 37,200,000 | | | | \$ 37 | 7,200,000 | | \$37,200,000 | | \$ - | \$ - | \$ - | \$ - | \$ - |
| 7000 | Cornelius | 10th | Adair/Main | Raseline | Add left & right turn lanes at | \$. | 100% | Developer / | \$880,000 | \$ | | 100% | \$0 | 2014-2024 | | \$ 99,895 | \$ 234,687 | \$ 9,595,185 | \$ 7,155,001 |
| | | | | Bussinis | couplet intersection approaches Add signals at TV Hwy and widen- | | | ODOT Rail | \$000,000 | <u> </u> | | | | | | \$ 99,093 | . 234,007 | \$ 9,090,100 | \$ 7,155,001 |
| 7001 | Cornelius | 14th | Holladay | Dogwood | existing travel lanes Inteconnect signals and consolidate | \$ | - 75% | | | -\$ | - | 100% | \$0 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 7002 | Cornelius | Baseline | 10th | 20th | access points | \$ | 100% | federal grant | \$3,060,000 | -\$ | - | 100% | \$0 | 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 | <u>\$</u> | - 75 % | | | -\$ | - | – 100% | \$0 | 2014-2024 | | | \$ - | \$ 9,015,238 | \$ 9,015,238 |
| 7004 | Cornelius | Davis St Extension | 4th | 10th | New 2-lane collector | \$ 2,255,000 | 100% | | | \$ 2 | 2,255,000 | 100% | \$2,255,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7005 | Cornelius | Forest Grove Connectivity | East Forest Grove city limit | West Cornelius- city limit | Construct new 2-lane collector- between Cornelius & Forest Grove | \$ - | _ 100% | | | \$ | - | – 100% | \$0 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 7006 | Cornelius | Holladay St Extension | Yew (Forest Grove) | 4th | New 2-lane collector | \$ 2,960,000 | 100% | | | \$ 2 | 2,960,000 | 100% | \$2,960,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7007 | Cornelius | Holladay St Extension | 10th | Gray | New 2-lane collector | \$ 2,810,000 | 100% | | | \$ 2 | 2,810,000 | 100% | \$2,810,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7008 | Cornelius | Holladay St Extension | Gray | 19th | New 2-lane collector | \$ 3,085,000 | 100% | | | \$ 3 | 3,085,000 | 100% | \$3,085,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7009 | Cornelius | 19th Ave | 20th Ave | Council Creek Bridge | Build complete street with sidewalk and bike facilities. Also new RR crossing and possible mini- roundabouts at Holladay & Davis | \$ 1,975,000 | 100% | | | \$ | 1,975,000 | 100% | \$1,975,000 | 2018-2027 | | | \$ - | \$ 87,698 | \$ 87,698 |
| 7010 | Cornelius | TV Highway | 4th | 29th | Traffic signal system coordination | \$ | 100% | | | \$ | | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 7011 | Cornelius | New N-S Collector | Baseline | Kodiak | New 2-lane collector for SE UGB Expansion Area, with improved rail crossing south of Baseline and new signalized intersection with Baseline. | \$ 9,390,000 | 100% | | | \$ 9 | 9,390,000 | 100% | \$9,390,000 | 2018-2027 | \$ 58,353 | | \$ 87,598 | \$ - | \$ 87,598 |
| 7012 | | SE Cornelius New Collectors | South of Ginger St | Boundary | New collector through UGB expansion area: 20th, Jasper, 26th, 29th, Kodiak, and shared-use path south of Jasper Roundabout | \$ 13,955,000 | 100% | | | \$ 13 | 3,955,000 | 100% | \$13,955,000 | 2018-2027 | | | \$ - | \$ - | \$ - |
| 7013 | Cornelius | 26th | ₩ ebb | New- roundabout at- Jasper/Kodiak | Extend collector within UGB- expansion area | \$ | – 100% | | | -\$ | - | - 100 % | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 7014 | Cornelius | Dogwood Extension | 28th | 345th | Extend collector within UGB expansion area | \$ 2,085,000 | 100% | | | \$ 2 | 2,085,000 | 100% | \$2,085,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7015 | Cornelius | Complete Collector Pedestrian Facilities | Citywide | | 4th Ave: Adair to Fawn 20th Ave: Alpine to Elder 29th Ave: North UGB to Baseline Adair: 1st to 7th Baseline: 4th to 10th (north side) | \$ 2,913,000 | 100% | | | \$ 2 | 2,913,000 | 100% | \$2,913,000 | 2018-2027 | | | \$ - | \$ - | \$ - |
| 7016 | Cornelius | Baseline North Frontage Rd | East Lane | NW 344th Ave | Create collector frontage road on north side of Baseline and intersection improvements with possible signal at NW 341st Ave | \$ 2,830,000 | 100% | | | \$ 2 | 2,830,000 | 100% | \$2,830,000 | 2018-2027 | | | \$ - | \$ - | \$ - |
| 7017 | | Davis Street Extension | 10th Ave | Fred Meyer Eastern Driveway | Complete pedestrian/bike facilities west of 19th and build new collector east of 19th | \$ 3,490,000 | 100% | | | \$ 3 | 3,490,000 | 100% | \$3,490,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7018 | Cornelius | 341st Ave | Baseline | North terminus of street | Complete pedestrian facilities and improve to collector standards | \$ 526,000 | 100% | | | \$ | 526,000 | 100% | \$526,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7019 | Cornelius | Baseline St | 26th Ave | East Lane S. UGB | Complete pedestrian facilities | \$ 1,035,000 | 100% | | | \$ | 1,035,000 | 100% | \$1,035,000 | 2028-2040 | | | \$ - | \$ - | \$ - |
| 7020 | Cornelius | 29th Blvd | S. City Limits | (345th/Cook Rd) | New collector | \$ 2,120,000 | 100% | | | \$ 2 | 2,120,000 | 100% | \$2,120,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7021 | Cornelius | Baseline St Baseline | 20th Ave | E. City Limits | Complete two-way bike blvd. | \$ 1,500,000 | 100% | | | \$ | ,500,000 | 100% | \$1,500,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7022 | Cornelius | Frontage Rd (south side) | NW 341st Ave | E. City Limits | Create collector frontage road | \$ 1,545,000 | 100% | | | \$ | 1,545,000 | 100% | \$1,545,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7023 | Cornelius | Davis Street Extension | Fred Meyer Driveway | N. 26th Ave | Extend collector | \$ 2,065,000 | 100% | | | \$ 2 | 2,065,000 | 100% | \$2,065,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 7024 | Cornelius | Complete Collector Ped and Bike facilities | Citywide | | Complete bicycle facilities on collectors (e.g. pavement markings, shared streets, signage, etc.) and fill sidewalk gaps on collectors | \$ 8,030,000 | 100% | | | \$ 8 | 3,030,000 | 100% | \$8,030,000 | 2040+ | | | \$ - | \$ - | \$ - |

| | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | Estimated Project | | | | | | Total TDT and |
|--|---|--|---|-------------------------------|---|--|---|------------------|------------------|---|---|---|--|--------------|------------------------|---|---------------|---|---|
| Project | | | | | | Project Cost | Related to | Funding | Funding | Eligible Capacity | Growth | Eligible SDC | Completion | | | TDT 200 | 9- | Other Funding | other funding |
| ID | Jurisdiction | Facility | From | То | Project | (2014\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | Presen | | 2009-Present | 2009-Present |
| | Cornelius | TOTAL Upper Boones | At Tualatin | ı | Add 2 through lanes (Durham | \$ 64,569,0 | 0 | | | \$ 64,569,000 | | \$64,569,000 | | \$ 58,353 | \$ 99,895 | · · · · · · | | \$ 7,448,685 | \$ 7,770,970 |
| 8000 | Durham | Ferry | River | | share of cost only) | \$ 600,00 | 0 100% | | | \$ 600,000 | 57% | \$342,857 | 2014-2024 | | | \$ 11, | 000 | \$ - | \$ 11,000 |
| | Durham | TOTAL | | | | \$ 600,00 | 0 | | | \$ 600,000 | | \$342,857 | | \$ - | \$ - | \$ 11, | 000 | \$ - | \$ 11,000 |
| | Forest Grove | 19th | Poplar | HWY 47 | | \$ 1,517,1 | | | | \$ 1,517,156 | 100% | \$1,517,156 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7501 | Forest Grove | 23rd/24th | Hawthorne | Quince | Construct 2-lane collector | \$ 4,260,00 | 0 100% | | | \$ 4,260,000 | 100% | \$4,260,000 | 2025-2039 | | | Þ | - | 5 - | 3 - |
| 7502 | Forest Grove | 26th | Sunset | Oak | Extend 2-lane collector and improve 26th Ave to city standards | \$ 9,800,0 | 0 95% | | | \$ 9,310,000 | 100% | \$9,310,000 | 2019-2029 | | | \$ 2, | 155 | \$ 262,593 | \$ 264,748 |
| 7503 | Forest Grove | OR 47 | Maple | | with rail crossing in longer term) | \$ 5,000,00 | 0 75% | | | \$ 3,750,000 | 100% | \$3,750,000 | 2019-2029 | | \$ 5,515 | \$ | - | \$ 62,672 | \$ 62,672 |
| 7504 | Forest Grove | OR 47 | Elm | | Construct improvements (e.g. traffic signal) | \$ 520,00 | 0 75% | | | \$ 390,000 | 100% | \$390,000 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7505 | Forest Grove | ₿ | David Hill | Hartford | Extend 2-lane collector | \$ | 100% | | | -\$ | 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 7506 | Forest Grove | David Hill | Thatcher Road | Forest Gale | Full street reconstruction to urban | \$ 4,000,0 | 0 100% | | | \$ 4,000,000 | 100% | \$4,000,000 | 2021-2031 | | | \$ 15. | 195 | \$ 8,268,024 | \$ 8,283,219 |
| | Forest Grove | F/Pacific/19th | C | Drive 19th | collector standard Extend 2-lane couplet | \$ 4,940.00 | | | | \$ 4.940.000 | 100% | \$4.940.000 | 2019-2029 | | | | - | ¢ | ¢ |
| 7507 | | Hawthorne | 26th | Willamina | Extend 2-lane couplet Extend 2-lane collector | \$ 4,940,00 | 2 100% | | | \$ 7,885,582 | 100% | \$7,885,582 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7509 | Forest Grove | Heather | OR 47 | Mountain View | Extend 2-lane collector | \$ 1,730,00 | 0 100% | | | \$ 1,730,000 | 100% | \$1,730,000 | 2019-2029 | | | Ψ | - | \$ - | \$ - |
| | Forest Grove | Laurel Main | 26th David Hill | 22nd Hartford | Extend 2-lane collector Extend 2-lane collector | \$ 8,598,9 | 4 100% - 100% | | | \$ 8,598,914 | 100% 100% | \$8,598,914 | 2019-2029 | | | 7 | | \$ - \$ - | \$ - |
| | Forest Grove | | | | Upgrade to 2-lane collector; add | _ | | | | 7 | | \$0 | 2014-2024 | | | | | | \$ - |
| 7512 | | Oak | OR 47 | Pacific | signal Realign and signalize intersection; | \$ 6,200,78 | | | | \$ 4,650,591 \$ 10.907.405 | 100% | \$4,650,591 | 2019-2029 | | ê 70.500 | \$ | | \$ - \$ 79.569 | \$ 79.569 |
| | Forest Grove | Thatcher | Gales Creek | David Hill | road improvements from Gales Creek to David Hill | \$ 14,543,20 | | | | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 100% | \$10,907,405 | 2019-2029 | | \$ 79,569 | \$ | - | \$ 79,569 | \$ 79,569 |
| | Forest Grove | TV Hwy | Quince | | Add turn lanes / signal | \$ 4,294,2 | | | | \$ 1,073,573 | 100% | \$1,073,573 | 2019-2029 | | | \$ | - | \$ - | \$ - |
| 7515 | Forest Grove | Willamina | Main | Sunset | Improve collector to city standards Construct Improvements (e.g. | \$ 2,168,12 | + | | | \$ 2,059,722 | 100% | \$2,059,722 | 2019-2029 | | | \$ | - | \$ 4,423 | \$ 4,423 |
| 7516 | Forest Grove | Yew | Adair | Pacific | traffic signal or restrictions) | \$ 3,000,0 | 0 100% | | | \$ 3,000,000 | 100% | \$3,000,000 | 2021-2031 | | | \$ | - | \$ - | |
| 7517 | Forest Grove | OR 47 | Martin | | Construct Improvements (e.g. traffic signal or roundabout) | \$ 8,000,00 | 0 100% | | | \$ 8,000,000 | 100% | \$8,000,000 | 2019-2029 | | \$ 585,138 | \$ | - | \$ 585,138 | |
| | Forest Grove | TOTAL | | | | \$ 86,458,0 | 7 | | | \$ 76,072,942 | | \$76,072,942 | | \$ - | \$ 670,222 | \$ 17, | 350 | \$ 9,262,419 | \$ 9,279,769 |
| | Gaston | Church | 3rd | Trail | Improve to collector standards | \$ 720,00 | | | | \$ 720,000 | 100% | \$720,000 | 2014-2025 | | | \$ | | \$ - | |
| 9001 | Gaston Gaston | Third TOTAL | Park | Cottonwood | Improve to collector standards | \$ 225,00 \$ 945,00 | | | | \$ 225,000 \$ 945,000 | 100% | \$225,000 \$945,000 | 2014-2025 | ¢ | | \$ | | \$ - \$ - | ¢ |
| 3000 | Hillsboro | TOTAL | 1 | | | | | | | | | | | | | | | | |
| 3001 | | 1st/Glencoe | Grant | | Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant | \$ 2,000,0 | | | | \$ 2,000,000 | 100% | \$2,000,000 | 2025-2039 | Ψ - | \$ - | \$ | | \$ - | \$ - |
| | Hillsboro | 1st/Glencoe 13th/River | Grant TV Hwy | | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left | | 0 100% | | | | 100% 100% | \$2,000,000 \$4,500,000 | 2025-2039 2025-2039 | - | . | \$ | - | | \$ - \$ - |
| 3002 | Hillsboro ! Hillsboro | | | Main | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing | \$ 2,000,0 | 0 100% | | | \$ 2,000,000 | | | | | - | \$ | - | \$ - | \$ - |
| | | 13th/River | TV Hwy | Main Main | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 | 0 100% 0 100% 0 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 | 100% | \$4,500,000 \$5,000,000 | 2025-2039 | | | \$ \$ | - - 098 | \$ - \$ - | \$ - |
| | Hillsboro Hillsboro | 13th/River 28th | TV Hwy Cornell | | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment. New 3 lane extension Intersection capacity and signal | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 | 0 100% 0 100% 0 100% 5 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 | 100% | \$4,500,000 | 2025-2039 | | | \$ \$ 4, | - - 098 | \$ - \$ - \$ 28,682 | \$ - |
| 3003 3004 | Hillsboro Hillsboro | 13th/River 28th 69th 185th Amberglen Pkwy/194th | TV Hwy Cornell Quatama | | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment New 3 lane extension | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,70 | 0 100% 0 100% 0 100% 5 100% 0 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 4,943,785 | 100% | \$4,500,000 \$5,000,000 \$4,943,785 | 2025-2039 2014-2024 2025-2039 | | | \$ \$ 4, | - 098 | \$ - \$ - \$ 28,682 \$ 1,828,655 | \$ - |
| 3003 3004 3005 | Hillsboro Hillsboro Hillsboro | 13th/River 28th 69th 185th Amberglen | TV Hwy Cornell Quatama Walker | Main Amberglen | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,70 \$ 6,000,00 | 0 100% 0 100% 0 100% 5 100% 0 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 4,943,788 \$ 6,000,000 | 100% 100% 100% 100% | \$4,500,000 \$5,000,000 \$4,943,785 \$6,000,000 | 2025-2039 2014-2024 2025-2039 2025-2039 | | | \$ \$ 4, \$ \$ \$ \$ | - 098 | \$ - \$ - \$ 28,682 \$ 1,828,655 \$ - | \$ - |
| 3003 3004 3005 3006 | Hillsboro Hillsboro Hillsboro Hillsboro | 13th/River 28th 69th 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th | TV Hwy Cornell Quatama Walker Cornell | Main Amberglen Pkwy | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,70 \$ 6,000,00 | 0 100% 0 100% 0 100% 5 100% 0 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 4,943,785 \$ 6,000,000 \$ 2,250,000 | 100% 100% 100% 100% | \$4,500,000 \$5,000,000 \$4,943,785 \$6,000,000 \$2,250,000 | 2025-2039 2014-2024 2025-2039 2025-2039 2014-2024 | | | \$ \$ 4, \$ \$ \$ \$ | - 098 | \$ - \$ 28,682 \$ 1,828,655 \$ - \$ - | \$ - \$ 32,780 \$ 1,828,658 \$ - \$ - |
| 3003 3004 3005 3006 | Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro | 13th/River 28th 69th 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension | TV Hwy Cornell Quatama Walker Cornell Stucki Extension | Main Amberglen Pkwy | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane and NB left turn lane wide left turn lane wide left turn lane wide left turn lane widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,71 \$ 6,000,00 \$ 2,250,00 | 0 100% 0 100% 0 100% 5 100% 0 100% 0 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 4,943,785 \$ 6,000,000 \$ 2,250,000 \$ 1,100,000 | 100% 100% 100% 100% 100% | \$4,500,000 \$5,000,000 \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 | 2025-2039 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 | | | \$ \$ 4, \$ \$ \$ \$ \$ \$ \$ \$ \$ | - 098 | \$ - \$ 28,682 \$ 1,828,655 \$ - \$ - | \$ 32,78(\$ 1,828,655 \$ - \$ - |
| 3003 3004 3005 3006 3007 3008 | Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro | 13th/River 28th 69th 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension | TV Hwy Cornell Quatama Walker Cornell Stucki Extension | Main Amberglen Pkwy | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane Add EB right turn lane and NB left turn lane Wirden 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,70 \$ 6,000,00 \$ 2,250,00 \$ 1,100,00 \$ 3,500,00 | 0 100% 0 100% 0 100% 5 100% 0 100% 100% 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 4,943,781 \$ 6,000,000 \$ 2,250,000 \$ 1,100,000 \$ 3,500,000 | 100% 100% 100% 100% 100% 100% | \$4,500,000 \$5,000,000 \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 | 2025-2039 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 2025-2039 | | | \$ \$ 4, \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - 098 | \$ - \$ 28,682 \$ 1,828,655 \$ - \$ - \$ - | \$ - \$ 32,780 \$ 1,828,655 \$ - \$ - |
| 3003 3004 3005 3006 3007 3008 3009 | Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro | 13th/River 28th 69th 185th 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension 205th/John | TV Hwy Cornell Quatama Walker Cornell Stucki Extension Wilkins | Main Amberglen Pkwy Wilkins | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,71 \$ 6,000,00 \$ 2,250,00 \$ 1,100,00 \$ 3,500,00 | 0 100% 0 100% 0 100% 5 100% 0 100% 0 100% 100% 100% 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 6,000,000 \$ 2,250,000 \$ 1,100,000 \$ 3,500,000 \$ 364,000 | 100% 100% 100% 100% 100% | \$4,500,000 \$5,000,000 \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$364,000 | 2025-2039 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 2025-2039 | | | \$ \$ 4. \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | \$ - \$ 28,682 \$ 1,828,655 \$ - \$ - \$ - | \$ - \$ 32,780 \$ 1,828,655 \$ - \$ - |
| 3003 3004 3005 3006 3007 3008 3009 | Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro | 13th/River 28th 69th 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Olson | TV Hwy Cornell Quatama Walker Cornell Stucki Extension Stucki Extension Wilkins | Main Amberglen Pkwy Wilkins | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector Signalize Complete bike lanes Signalize; turn lane improvements | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,71 \$ 6,000,00 \$ 2,250,00 \$ 1,100,00 \$ 3,500,00 \$ 364,00 \$ 200,00 | 0 100% 0 100% 0 100% 5 100% 0 100% 100% 100% 100% 100% 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 4,943,78! \$ 6,000,000 \$ 2,250,000 \$ 1,100,000 \$ 3,500,000 \$ 364,000 \$ 200,000 | 100% 100% 100% 100% 100% 100% | \$4,500,000 \$5,000,000 \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$364,000 \$200,000 | 2025-2039 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 2025-2039 2025-2039 | | | \$ \$ 4. \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | \$ - \$ 28,682 \$ 1,828,655 \$ - \$ - \$ - \$ \$ \$ - \$ \$ | \$ 32,78(\$ 1,828,655 \$ - \$ - |
| 3003 3004 3005 3006 3007 3008 3009 3010 3011 | Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro | 13th/River 28th 69th 185th 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension 205th/John Olson 209th | TV Hwy Cornell Quatama Walker Cornell Stucki Extension Stucki Extension Wilkins Wilkins Blanton | Main Amberglen Pkwy Wilkins | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane and NB left turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment New 3 lane extension Intersection capacity and signal improvements New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector Signalize Complete bike lanes Signalize, turn lane improvements | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,71 \$ 6,000,00 \$ 2,250,00 \$ 1,100,00 \$ 3,500,00 \$ 364,00 \$ 200,00 \$ 671,00 | 0 100% 0 100% 0 100% 5 100% 0 100% 100% 100% 100% 100% 100% 10 | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 4,943,781 \$ 6,000,000 \$ 2,250,000 \$ 1,100,000 \$ 3,500,000 \$ 364,000 \$ 200,000 \$ 671,000 | 100% 100% 100% 100% 100% 100% 100% 100% | \$4,500,000 \$5,000,000 \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$364,000 \$200,000 \$671,000 | 2025-2039 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 2025-2039 2025-2039 2014-2024 | | | \$ \$ 4. \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | \$ - \$ 28,682 \$ 1,828,655 \$ - \$ - \$ - \$ \$ \$ - \$ \$ - \$ \$ \$ - \$ \$ - \$ \$ \$ - \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ | \$ - \$ 32,780 \$ 1,828,655 \$ - \$ - |
| 3003 3004 3005 3006 3007 3008 3010 3011 3012 | Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro | 13th/River 28th 69th 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension 205th/John Olson 209th | TV Hwy Cornell Quatama Walker Cornell Stucki Extension Wilkins Wilkins Blanton Kinnaman | Main Amberglen Pkwy Wilkins | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane and NB left turn lane and NB left turn lane Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment. New 3 lane extension Intersection capacity and signal improvements. New 3-lane collector, Remove segment Amberglen Pkwy Signalize or construct roundabout New 3-lane collector Signalize Complete bike lanes Signalize; turn lane improvements Signalize; turn lane improvements Signalize; turn lane improvements | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,70 \$ 6,000,00 \$ 1,100,00 \$ 3,500,00 \$ 364,00 \$ 200,00 \$ 671,00 \$ 1,016,00 | 0 100% 0 100% 0 100% 5 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 4,943,781 \$ 6,000,000 \$ 2,250,000 \$ 1,100,000 \$ 3,500,000 \$ 364,000 \$ 200,000 \$ 1,016,000 | 100% 100% 100% 100% 100% 100% 100% 100% | \$4,500,000 \$5,000,000 \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$200,000 \$671,000 \$1,016,000 | 2025-2039 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 2025-2039 2025-2039 2014-2024 2014-2024 | | | \$ \$ \$ 4. \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | \$ - \$ 28,682 \$ 1,828,655 \$ - \$ - \$ - \$ \$ - | \$ - \$ 32,780 \$ 1,828,655 \$ - \$ - |
| 3003 3004 3005 3006 3007 3008 3010 3011 3012 3013 3014 | Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro Hillsboro | 13th/River 28th 69th 185th Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension Amberglen Pkwy/194th Extension 205th/John Olson 209th 209th | TV Hwy Cornell Quatama Walker Cornell Stucki Extension Wilkins Wilkins Blanton Kinnaman McInnis Lane Butternut Creek | Main Amberglen Pkwy Wilkins | for southbound left turn lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane and NB left turn lane and NB left turn lane and NB left turn lane left left left left left left left lef | \$ 2,000,00 \$ 4,500,00 \$ 5,000,00 \$ 4,943,71 \$ 6,000,00 \$ 2,250,00 \$ 1,100,00 \$ 3,500,00 \$ 364,00 \$ 200,00 \$ 1,016,00 \$ 1,574,00 | 0 100% 0 100% 0 100% 5 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% | | | \$ 2,000,000 \$ 4,500,000 \$ 5,000,000 \$ 6,000,000 \$ 2,250,000 \$ 1,100,000 \$ 3,500,000 \$ 200,000 \$ 10,100,000 \$ 1,016,000 \$ 1,574,000 | 100% 100% 100% 100% 100% 100% 100% 100% | \$4,500,000 \$5,000,000 \$4,943,785 \$6,000,000 \$2,250,000 \$1,100,000 \$3,500,000 \$200,000 \$671,000 \$1,016,000 \$1,574,000 | 2025-2039 2014-2024 2025-2039 2014-2024 2025-2039 2025-2039 2025-2039 2025-2039 2014-2024 2014-2024 2014-2024 | | | \$ \$ 4. \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | \$ - \$ 28,682 \$ 1,828,655 \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ 5 \$ - \$ \$ \$ \$ | \$ - 32,780 \$ 1,828,655 \$ - \$ - \$ - \$ - \$ - \$ \$ - |

| | | | | | | | | | | | | 1 | | | | | | | |
|---------|------------------------|--|-----------------------|--|---|-------|----------------------|-------------------|------------|--------------|----------------------------|----------|--|------------------------|--------------|------------------------|--------------|---------------|---------------|
| | | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
| | | | | | | | | Project | Primary | Primary | | | | Project | | | | | Total TDT and |
| Project | | | | | | Proje | ect Cost | Related to | Funding | Funding | Eligible Capacity | Growth | Eligible SDC | Completion | | | TDT 2009- | Other Funding | other funding |
| ID | Jurisdiction | Facility | From | То | Project | (20 | 014\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | Present | 2009-Present | 2009-Present |
| 3017 | Hillsboro | 67th | TV Hwy | | Close south leg and modify signal | s | 935,000 | 100% | | | \$ 935,00 | 100% | \$935,000 | 2014-2024 | | | \$ - | s - | s - |
| | | 67th | Alexander | V: | | \$ / | 4,126,000 | 100% | | | | | \$4.126.000 | 2014-2024 | | | <u>+</u> | Ť | Ť |
| | Hillsboro | Century | Kinnaman | Kinnaman | construct roundabout | | 1,027,000 | 100% | | | \$ 4,126,00 \$ 1,027,00 | 100% | \$1,027,000 | 2014-2024 | | | \$ - \$ - | \$ - | \$ - |
| | | | | | Widen to 3 lanes; Realign and | | | | | | | | | | | | | | Ψ - |
| 3020 | Hillsboro | Century | Kinnaman | Rosedale | construct Butternut Creek bridge | \$ 16 | 6,007,000 | 100% | | | \$ 16,007,00 | 100% | \$16,007,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Century | Murphy | | Construct roundabout | | 1,046,000 | 100% | | | \$ 1,046,00 | 100% | \$1,046,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3022 | Hillsboro | 231st | MAX Light Rail | Baseline | *************************************** | \$ | 6,800,000 | 100% | | | \$ 6,800,00 | 100% | \$6,800,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3023 | Hillsboro | 231st | Cornell | Campus Way | Widen to 5 lanes with multimodal | \$ | | 100% | Developer | \$330,000 | \$ | 100% | \$0 | 2014-2024 | | | \$ 1,328,708 | \$ - | \$ 1,328,708 |
| | | | | | improvements | | | | | | | <u> </u> | | | | | | | |
| 3024 | Hillsboro | 231st | Campus Way | Cherry | Construct southbound cycle track | \$ | | 100% | Developer | \$100,000 | \$ | 100% | \$ 0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | _ | , , | , | and west pedestrian improvements | | | | ' | | | | | | | | • | i i | • |
| 3025 | Hillsboro | 231st | MAX Light Rail | | Signal & pedestrian crossing | 9 | | 100% | Developer | \$25,000 | 8 | 100% | \$0 | 2014-2024 | | | s - | s - | \$ - |
| | | | · · | | improvements | • | 004.000 | | Ботогорог | \$20,000 | * | | | | | | • | , · | Ψ |
| | Hillsboro Hillsboro | Century Starr | Johnson Meek | Evergroon | Signalize New 3-lane collector | \$ 10 | 364,000 2,000,000 | 100% 100% | | | \$ 364,00 \$ 12,000,00 | | \$364,000 \$12,000,000 | 2025-2039 2014-2024 | | | \$ - | \$ - \$ - | \$ - |
| | Hillsboro | Starr | Huffman | Evergreen | | \$ 12 | 364.000 | 100% | | | \$ 12,000,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3029 | Hillsboro | Starr | Evergreen | | Signalize | \$ | 364,000 | 100% | | | \$ 364.00 | 100% | \$364,000 | 2025-2039 | | | φ - \$ - | \$ - | \$ - |
| | Hillsboro | 25th Ave | Cornell | | Intersection capacity and signal impl | \$ 6 | 6,000,000 | 100% | MSTIP | \$ 5,000,000 | \$ 1,000,00 | 100% | \$1,000,000 | 2014-2024 | | \$ 71,345 | \$ - | \$ 71,345 | \$ 71,345 |
| 3031 | Hillsboro | 30th | Meek | Evergreen | New 3 lane collector | | 4,000,000 | 100% | | , , | \$ 14,000,00 | 100% | \$14,000,000 | 2014-2024 | | , , , , , | \$ 893,409 | \$ 110,634 | \$ 1,004,043 |
| | Hillsboro | 30th | Huffman | | Signalize | \$ | 364,000 | 100% | | | \$ 364,00 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3033 | Hillsboro | 30th | Evergreen | | Signalize | \$ | 364,000 | 100% | | | \$ 364,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3034 | Hillsboro | Airport (Butler) | Brookwood | Dawson Cr | Widen to 3 lanes and install new | \$ | 1,100,000 | 100% | | | \$ 1,100,00 | 100% | \$1,100,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | Blanton | | _ | signal at Brookwood Pkwy | | | | | | , , , , , , , | 1 | | | | | • | | |
| 3035 | Hillsboro | Extension | 67th | 209th | New 3 lane collector | \$ 12 | 2,521,000 | 100% | | | \$ 12,521,00 | 100% | \$12,521,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Blanton | Town Center | | | _ | | | | | | | | | | | _ | _ | - |
| 3036 | Hillsboro | Extension | Drive | | Signalize | \$ | 364,000 | 100% | | | \$ 364,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Blanton | West | | | | | | | | | | | | | | | | |
| 3037 | Hillsboro | Extension | Neighborhood | | Signalize | \$ | 364,000 | 100% | | | \$ 364,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | Route | | | | | | | | | | | | | | | | |
| | Hillsboro | Aloclek | Walker | Cornelius Pass | | | 3,909,666 | 100% | | | \$ 3,909,66 | 100% | \$3,909,666 | 2014-2024 | | | \$ - | \$ 449,709 | \$ 449,709 |
| | Hillsboro | Walker | Cornelius Pass | John Olsen | Widen to 3 lane | | 2,932,250 | 100% | | | \$ 2,932,25 | 100% | \$2,932,250 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3040 | Hillsboro | Extension | Amberbrook | Stucki extension | Extend 3 lanes | \$ 1 | 1,400,000 | 100% | | | \$ 1,400,00 | 100% | \$1,400,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Walker | | | | _ | | | | | | | | | | | _ | _ | - |
| 3041 | Hillsboro | Extension | 194th | | Signalize | \$ | 364,000 | 100% | | | \$ 364,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3042 | Hillsboro | Bentley | Brookwood | | Add EB Left turn lane and | s | 1,100,000 | 100% | | | \$ 1,100,00 | 100% | \$1,100,000 | 2025-2039 | | | \$ 137,100 | s - | \$ 137,100 |
| 0042 | Tillisboro | Denticy | | | Signalize | Ψ | 1,100,000 | 10070 | | | Ψ 1,100,00 | 100% | ψ1,100,000 | 2020-2000 | | | Ψ 107,100 | Ψ - | Ψ 107,100 |
| 2042 | 11:11-1 | Blanton | East | | S:!: | • | 204 200 | 4000/ | | | \$ 364.00 | 4000/ | #204 000 | 2044 2024 | | | • | s - | |
| 3043 | Hillsboro | Extension | Neighborhood Route | | Signalize | \$ | 364,000 | 100% | | | \$ 364,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | | | Widen to 7 lanes, add turn lanes | | | | | | | + | | | | | | | |
| 3044 | Hillsboro | Brookwood | US-26 | Evergreen | and aux lanes at Evergreen | \$ | - | - 100% | | | -\$ | 100% | \$0 | 2014-2024 | | | \$ 1,597,643 | \$ 16,015,075 | \$ 17,612,718 |
| 2045 | Hillsboro | Brookwood | Cornell | | Add SB through lane, Add EB and | • | 5,500,000 | 100% | | | \$ 5,500,00 | 100% | \$5,500,000 | 2014-2024 | | | \$ 532,548 | \$ 1,317,835 | \$ 1,850,382 |
| 3043 | HIIISDOIO | | Cornell | | WB 2nd Left Turn Lanes | Ψ. | 5,500,000 | 100% | | | \$ 5,500,00 | 100% | \$5,500,000 | 2014-2024 | | | \$ 552,546 | \$ 1,317,033 | \$ 1,000,002 |
| 3046 | Hillsboro | Campus Ct | West terminus | Ray Circle | Construct new 2/3 lane collector | \$ 1 | 1,800,000 | 100% | Developer | \$100,000 | \$ 1,700,00 | 100% | \$1,700,000 | 2014-2024 | \$ 3,101 | | \$ 2,431,571 | \$ - | \$ 2,431,571 |
| | | extension | | - | New 3 lane and bridge over Rock | | | | | | | <u> </u> | | | - | | | | |
| 3047 | Hillsboro | Century | Baseline | Lois | Creek | \$ 1 | 16,500,000 | 100% | | | \$ 16,500,00 | 100% | \$16,500,000 | 2014-2024 | | \$ 919,653 | \$ 1,225,008 | \$ 1,833,336 | \$ 3,058,344 |
| 0040 | | 0 1 100011 | | _ | Extend 3 lane, including Hwy 26 | • • | | 4000/ | | | | 4000/ | **** | 0044.0004 | | 0.540 | | | |
| 3048 | Hillsboro | Century/229th | West Union | Evergreen | overcrossing | \$ 2 | 21,000,000 | 100% | | | \$ 21,000,00 | 100% | \$21,000,000 | 2014-2024 | \$ 82,459 | \$ 2,546 | \$ 3,906,847 | \$ 85,530 | \$ 3,992,377 |
| | | | | | Widen to 5 lanes; Reconstruct | | | | | | | | | | | | | | |
| 3049 | Hillsboro | Century | Johnson | Alexander | Railroad crossing, Add EB right | \$ 7 | 7,943,000 | 100% | | | \$ 7,943,00 | 100% | \$7,943,000 | 2014-2024 | | \$ 896,522 | \$ - | \$ 2,776,332 | \$ 2,776,332 |
| | | , | | | turn lane, EB bus pullout, Modify | | .,, | | | | ., | 1 | 4., | | | * | • | -,, | -,, |
| 3050 | Hillsboro | Century | Alexander | | TV Hwy signal Signalize | e | 364,000 | 100% | | | \$ 364,00 | 100% | \$364,000 | 2025-2039 | | | ¢ | \$ - | ė |
| | | | 1 | | Construct multi-modal | ð | | | | | | | | | | | Φ - | T | Φ - |
| 3051 | Hillsboro | Century | Alexander | Old UGB | improvements | \$ | 519,000 | 100% | | | \$ 519,00 | 100% | \$519,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3052 | Hillsboro | Century | Davis | 67th | | \$ 5 | 5,127,000 | 100% | | | \$ 5,127,00 | 100% | \$5,127,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | | | 2nd NB right turn lane to US26 | | | | Developer, | | | | | | | | | | |
| 3053 | Hillsboro | Cornelius Pass | Cornell | HWY 26 | East, and multimodal | \$ | | 100% | ODOT, TIF, | | -\$ | 100% | \$0 | 2014-2024 | | \$ 393 | \$ 344,778 | \$ 17,701,402 | \$ 18,046,180 |
| | | | | | enhancements | | | | & MSTIP | | | | | | | | | | |
| | | | | | Extend Cornelius Pass Road south, | | | | | | | | | | | | | | |
| 3054 | Hillsboro | Cornelius Pass | T\/ Hun/ | | Construct at-grade rail crossing | • 2 | 27,429,000 | 100% | | | \$ 27,429,00 | 100% | \$27,429,000 | 2014-2024 | | | \$ - | s - | \$ - |
| 3034 | THISDOTO | Corriellus Fass | 1 v 11wy | | and close private crossings, Add | Ψ 2 | 1,429,000 | 100 /6 | | | φ 21,429,00 | 100 /6 | \$21,429,000 | 2014-2024 | | | Ψ - | Ψ - | Ψ - |
| | 1 | İ | | Ì | intersection capacity, modify signal | | | | | | | 1 | Ì | 1 | | | | | |
| | İ | İ | İ | İ | Extend as new 5 lane to Murphy | | | | | | | 1 | İ | 1 | | | | 1 | 1 |
| | | | | | Lane, 3-lane in 5-lane ROW to | | | | | | | | | | | | | | |
| 3055 | Hillsboro | Cornelius Pass | TV Hwy | Rosedale | Rosedale, 7-lane ROW TV Hwy to | \$ 4 | 15,848,000 | 100% | | | \$ 45,848,00 | 100% | \$45,848,000 | 2014-2024 | | | \$ 6,212 | \$ 168,175 | \$ 174,387 |
| | 1 | İ | | Ì | Alexander-Blanton; Construct | | | | | | | 1 | Ì | 1 | | | | | |
| | - | | Town Center X- | | Butternut Creek 5-lane bridge | | | | | | | 1 | | 1 | | | | | |
| 3056 | Hillsboro | Cornelius Pass | ing | Ì | Construct signalized Z-crossing | \$ | 364,000 | 100% | | | \$ 364,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3057 | Hillsboro | Cornelius Pass | Blanton | † | Signalize and add turn lanes | \$ | 724,000 | 100% | | | \$ 724,00 | 100% | \$724,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Cornelius Pass | | | | \$ | 364,000 | 100% | | | \$ 364,00 | | | 2014-2024 | | | • | \$ - | \$ - |
| | | | | | | | , | | | | , , , , , , | | | | | | | | |

| | | | | • | | | | | 1 | | | • | | - | | | | |
|---------|------------------------|----------------------------------|---------------------------|----------------|--|---|---------------|-----------|-------------|----------------------------|--------|--------------------------|------------------------|--------------|------------------------|--------------|-------------------|---------------|
| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
| | | | | | | | Project | Primary | Primary | | | | Project | | | | | Total TDT and |
| Project | | | _ | _ | | Project Cost | Related to | Funding | Funding | Eligible Capacity | Growth | Eligible SDC | Completion | | | TDT 2009- | Other Funding | other funding |
| ID | Jurisdiction | Facility | From | То | Project | (2014\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | Present | 2009-Present | 2009-Present |
| | | Cornelius Pass | | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3060 | Hillsboro | Cornelius Pass | Butternut Creek | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Cornelius Pass | | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro Hillsboro | Cornelius Pass Cornelius Pass | | | Signalize Signalize | \$ 364,000 \$ 364,000 | 100% 100% | | | \$ 364,000 \$ 364,000 | 100% | \$364,000 \$364,000 | 2014-2024 2025-2039 | | | \$ - \$ - | \$ - \$ - | \$ - |
| | Hillsboro | Cornelius Pass | | | | \$ 1,408,000 | 100% | | | \$ 1,408,000 | 0 100% | \$1,408,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | | | | Widen 5 lane, Construct | * 1,100,000 | | | | 1,100,000 | | 41,100,000 | | | | | T | T |
| 3065 | Hillsboro | Cornell | Arrington | Main | | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ - | \$ 45,710 | \$ 45,710 |
| | | | | | safety improvements Add EB and NB right turn lanes. | | | | | | | | | | | | | |
| 3066 | Hillsboro | Cornell | 229th | | add WB 2nd left turn lane | \$ | 100% | | | -\$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3067 | Hillsboro | Cornell | Amberbrook | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3068 | Hillsboro | Cornell | 185th | | Add EB right turn lane and 3rd SB | \$ 1,200,000 | 100% | | | \$ 1,200,000 | 100% | \$1,200,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | | | South CWS | through lane | | | | | | | | | | | | | |
| 3069 | Hillsboro | Davis Extn | River Rd | boundary | traffic signal | \$ | 100% | | | -\$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3070 | Hillsboro | Edgeway (Salix | Holly | Walker | New 3 lane extension | \$ 4,000,000 | 100% | | | \$ 4,000,000 | 100% | \$4,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Ext) | | | | | | | | , ,,,,,, | 1 | | 1 | | | Ť | Ť | * |
| 3071 | Hillsboro | Evergreen | Jackson School (south) | 15th | Widen to 5 lanes | \$ 6,500,000 | 100% | 1 | | \$ 6,500,000 | 100% | \$6,500,000 | 2025-2039 | l | | \$ - | \$ - | \$ - |
| | | 1 | | İ | Add 2nd EB/WB Left turn lanes, | | | | | | 1 | İ | | Ì | | | | |
| 3072 | Hillsboro | Evergreen | 229th | 1 | Add NB Right Turn lane, and | \$ 2,500,000 | 100% | 1 | | \$ 2,500,000 | 100% | \$2,500,000 | 2014-2024 | l | | \$ - | \$ - | \$ - |
| | | | | | modify traffic signal Add second eastbound left turn | | | | | | | | | | | | | |
| 3073 | Hillsboro | Evergreen | Imbrie | | lane | \$ 2,000,000 | 100% | | | \$ 2,000,000 | 100% | \$2,000,000 | 2014-2024 | ĺ | | \$ - | \$ - | \$ - |
| | | | | | Add 2nd SB, and NB Left Turn | | | | | | | | | | | | | |
| 3074 | Hillsboro | Evergreen | Cornelius Pass | | Lanes, Add NB and WB Right Turn | \$ | 100% | MSTIP | | -\$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | | | Lanes Add bicycle lanes, including rail | | | | | | | | | | | | | |
| | | | | | crossing removal/grade | | | | | | | | | | | | | |
| 3075 | Hillsboro | Evergreen | Cornelius Pass | 215th | adjustments. Add WB right turn- | \$ | 100% | Developer | | -\$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | | | lane at Cornelius Pass, including | | | | | | | | | | | | | |
| | | | | | Ped island Modify signal, add SB right turn | | | | | | | | | | | | | |
| 3076 | Hillsboro | Farmington | 209th | | | \$ 1,067,000 | 100% | | | \$ 1,067,000 | 100% | \$1,067,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | _ | | | NB Right turn lane | | | | | | | | | | | | | |
| 3077 | Hillsboro | Grant | Cornell | | Add eastbound/westbound left turn lanes | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | | at Jackson | | | | | | | | | | | | | | | |
| 3078 | Hillsboro | Harewood | School | | Construct Roundabout | \$ 772,46 | 100% | | | \$ 772,466 | 100% | \$772,466 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3079 | Hillsboro | Huffman | West City Limits | Brookwood | Construct 5-lane arterial | \$ 50,000,000 | 100% | | | \$ 50,000,000 | 100% | \$50,000,000 | 2014-2024 | | | \$ 429 | \$ - | \$ 429 |
| | | | | | Widen to accommodate second | | | | | | 1 | | 1 | | | | · | |
| 3080 | Hillsboro | Imbrie | Evergreen | Cornelius Pass | EB lane | \$ 2,500,000 | 100% | | | \$ 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3081 | Hillsboro | Imlay | TV Hwy | | | \$ 364,000 | 75% | | | \$ 273,000 | 100% | \$273,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3082 | Hillsboro | Jackson School | Evergreen | Grant | Widen to 3 lanes | \$ 7,000,000 | 100% | MSTIP | \$5,000,000 | \$ 2,000,000 | 100% | \$2,000,000 | 2014-2024 | \$ 4,544,319 | \$ 5,435,794 | \$ 8,098,202 | \$ 7,735,089 | \$ 15,833,291 |
| 3083 | Hillsboro | Jacobson | Century | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Jacobson | Croeni | | | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3085 | Hillsboro | Kinnaman | 229th | 209th | New 3 lane collector | \$ 9,916,000 | 100% | | | \$ 9,916,000 | 100% | \$9,916,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3086 | Hillsboro | Kinnaman | West Neighborhood | 1 | Signalize | \$ 364,000 | 100% | 1 | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | l | | \$ - | \$ - | \$ - |
| 3080 | IIIISDUIO | кинашап | Route | 1 | Signalize | φ 304,000 | 100% | 1 | | φ 304,000 | 100% | φ304,000 | 2014-2024 | l | | φ - | φ - | φ - |
| | | | East | | | | | | | | 1 | | | | | | | |
| 3087 | Hillsboro | Kinnaman | Neighborhood | 1 | Signalize | \$ 364,000 | 100% | 1 | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | l | | \$ - | \$ - | \$ - |
| 3088 | Hillsboro | Main | Route 1st | - | Add westbound right turn | \$ | 100% | - | | \$ | - 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Meek | West UGB | Starr | | \$ 6,500,000 | | | | \$ 6,500,000 | 100% | \$6,500,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3090 | Hillsboro | Minter Bridge | River Rd | South UGB | Construct ped/bike improvements | \$ 2,250,000 | 100% | | | \$ 2,250,000 | 100% | \$2,250,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Quatama | 227th | 205th | *************************************** | \$ 8,210,299 | 100% | | | \$ 8,210,299 | 100% | \$8,210,299 | 2025-2039 | | \$ 2,543,163 | \$ - | \$ 3,052,743 | |
| | | River Rosedale | Rood Bridge River Rd | 1 | Add eastbound right turn lane Construct roundabout | \$ 750,000 \$ 1,031,000 | | | | \$ 750,000 \$ 1.031.000 | 100% | \$750,000 \$1.031.000 | 2025-2039 | 1 | | \$ - | \$ 26,947 \$ - | \$ 26,947 |
| | | Rosedale | | 229th | Widen 2-lane, add shoulder | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | * .,, | | ¥ 1,000 1,000 | 2025-2039 | 1 | | \$ - | \$ - | \$ - |
| | Hillsboro | | River Rd | 229U1 | improvements | \$ 1,321,000 | | | | | | \$1,321,000 | | | | φ - | Ψ - | φ - |
| | Hillsboro Hillsboro | Rosedale Rosedale | Century Century | 209th | Add EB left turn lane Widen to 3 lanes | \$ 380,000 \$ 4,986,000 | 100% | | | \$ 380,000 \$ 4,986,000 | 100% | \$380,000 \$4,986,000 | 2025-2039 2025-2039 | | | \$ - \$ - | \$ - | \$ - |
| | Hillsboro | Rosedale | 209th | 20301 | Signalize | \$ 4,986,000 | 100% | | | \$ 4,986,000 | 0 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | | | | New 3-lane Collector with Multi- | , , , , , | | | | , | | | | | | | | |
| 3098 | | Stucki Extension | Walker | Wilkins | modal improvements; 5-lane at | \$ 15,000,000 | 100% | 1 | | \$ 15,000,000 | 100% | \$15,000,000 | 2025-2039 | l | | \$ - | \$ - | \$ - |
| | Hillsboro | | i | extension | Walker Road approach, Realign | ,,500 | | 1 | | | | ,, | | l | | | 1 | |
| | Hillsboro | | | | Stucki North of Walker | | | | | | | | | | | | | |
| 2002 | | Ohiold Foton | Wilkins | | Stucki North of Walker | e 204.000 | 4000/ | | | e 20122 | 4000 | #204 00C | 2025 2022 | | | . | | |
| 3099 | | Stucki Extension | Wilkins Extension | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Stucki Extension | Extension | 205th/206th | Signalize New 3-lane collector with Multi- | \$ 364,000 \$ 6,500,000 | 100% | | | \$ 364,000 \$ 6,500,000 | 100% | \$364,000 \$6,500,000 | 2025-2039 2025-2039 | | | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| 3100 | Hillsboro Hillsboro | | Extension Wilkins | 205th/206th | Signalize New 3-lane collector with Multimodal improvements | | 100% | | | | | | 1 | | | <u> </u> | <u> </u> | \$ - \$ - |

| | | | 1 | | | | | | | | | | | | | | | | | | | |
|---------|------------------------|---------------------|----------------------------|----------------------------|--|--------|--------------------------|-----------------------|--------------------|--------------------|--------|-----------------------|--------------|------------------------------|-----------------------|------------------------------|------------------------|--------|---------|---------------|-------|------------------------|
| | | | | | | | | Proportion of | Other | Other | | | | | Estimated | | | | | | | |
| Project | | | | | | Р | roject Cost | Project Related to | Primary Funding | Primary Funding | Eligib | ole Capacity | Growth | Eligible SDC | Project Completion | | | TDT | 2009- | Other Funding | | TDT and funding |
| ID | Jurisdiction | Facility | From | То | Project | | (2014\$) | Capacity (%) | Source | Revenue | | Amount | Share | Amount | Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | Pre | esent | 2009-Present | 2009- | -Present |
| | Hillsboro Hillsboro | Murphy Wilkins | Century 194th extension | 209th 185th | New 3 lane collector | \$ | 9,047,000 | 100% 100% | | | \$ | 9,047,000 | 100% | \$9,047,000 | 2014-2024 | | | \$ | - | \$ - \$ - | \$ | |
| | Hillsboro | Witch Hazel | River | IBOUI | New 3 lane extension | à e | 16,000,000 364,000 | 100% | | | \$ | 16,000,000 364,000 | 100% 100% | \$16,000,000 \$364,000 | 2025-2039 | | | ф Ф | - | \$ 220,980 | \$ | 220,980 |
| | Hillsboro | Hidden Creek | 49th | 53rd | | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2014-2024 | \$ 2,451,680 | \$ 272,136 | \$ 4, | 758,541 | \$ 757,543 | \$ 5 | 5,516,084 |
| 3106 | Hillsboro | Schaaf | Helvetia | 520 ft east of Helvetia | Right-of-way acquisition only | \$ | 600,000 | 100% | | | \$ | 600,000 | 100% | \$600,000 | 2014-2024 | | | \$ | - | \$ - | | |
| 3107 | Hillsboro | Meek | West UGB | Jackson School | Safety improvements | \$ | 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2014-2024 | | | \$ | - | \$ - | | |
| 3108 | Hillsboro | Evergreen | Town Center | 185th | Construct 2nd Westbound through | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ | - | \$ - | | |
| 3109 | Hillsboro | 185th | Evergreen | Sunset Hwy | Extend northbound right-turn lane to Evergreen, provide dual right- turns onto WB on-ramp | \$ | 3,500,000 | 100% | | | \$ | 3,500,000 | 100% | \$3,500,000 | 2014-2024 | | | \$ | - | \$ - | | |
| 3110 | Hillsboro | 47th | Brookwood/lhly | Hidden Creek | Improve 2-lane roadway and | \$ | 3,000,000 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ | | \$ - | | |
| | | Huffman (east | | | construct sidewalk Add second eastbound receiving | | | | | | | | | | | | | | | | | |
| | Hillsboro | leg) | Brookwood | | lane on eastern leg of intersection | \$ | 4,200,000 | 100% | | | \$ | 4,200,000 | 100% | \$4,200,000 | 2018-2024 | | | \$ | - | \$ - | | |
| | Hillsboro King City | TOTAL 131st | Beef Bend | Fischer | Improve to collector standards | \$ | 460,071,466 1,600,000 | \$0 100% | | \$0 | \$ 4 | 1,600,000 | 86% | \$449,880,466 \$1,376,000 | \$0 2014-2024 | \$ 7,081,559 \$ 1,342,697 | | | 791.890 | \$ 54,225,722 | | 9,490,816 1,791,890 |
| 3300 | King City King City | TOTAL | Deci Della | , John Ci | p. 540 to concotor standards | \$ | 1,600,000 | 10070 | | | \$ | 1,600,000 | 30 /8 | \$1,376,000 | 2017-2024 | \$ 1,342,697 | | | 791,890 | \$ - | | 1,791,890 |
| 9600 | North Plains | Commercial | Main | Glencoe | Widen street, add parking, bike and pedestrian facilities | \$ | 3,600,000 | 100% | | | \$ | 3,600,000 | 100% | \$3,600,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 9601 | North Plains | Cottage | Gordon | 321st | Construct new two-lane collector | \$ | 1,300,000 | 100% | | | \$ | 1,300,000 | 100% | \$1,300,000 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| 9602 | North Plains | Main | Commercial | Pacific | Widen street, add parking, bike and pedestrian facilities | \$ | 1,250,000 | 100% | | | \$ | 1,250,000 | 100% | \$1,250,000 | 2014-2024 | | | \$ | | \$ - | \$ | - |
| 9603 | North Plains | Pacific | Glencoe | | Add new signal | \$ | 297,102 | 75% | | | \$ | 222,827 | 100% | \$222,827 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 9604 | North Plains | West Union | Glencoe | Jackson School | Widen existing travel lanes to standard and add pedestrian and bicycle trails | \$ | 2,365,000 | 50% | | | \$ | 1,182,500 | 100% | \$1,182,500 | 2025-2039 | \$ 331,911 | | \$ 4 | 495,432 | \$ - | \$ | 495,432 |
| 9605 | North Plains | Glencoe | RR Tracks | North UGB | Add bike and pedestrian facilities and planter strip | \$ | 865,000 | 100% | | | \$ | 865,000 | 100% | \$865,000 | 2018-2024 | | | \$ | - | \$ - | | |
| 9606 | North Plains | North | Shadybrook | Gordon | Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2018-2024 | | | \$ | - | \$ - | | |
| 9607 | North Plains | Glencoe | Commercial | | landscape strip, etc. Add traffic signal or roundabout | s | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2018-2024 | | | \$ | | \$ - | | |
| 9608 | North Plains | 322nd Ave | Pacific | Cottage | New north-south collector street | \$ | 400,000 | 100% | | | \$ | 400,000 | 100% | \$400,000 | 2019-2025 | | | \$ | - | \$ - | | |
| | North Plains | Gordon | Commercial | North | Add sidewalks and bike lanes Add sidewalks, bike lanes and | \$ | 1,700,000 | 100% | | | \$ | 1,700,000 | 100% | \$1,700,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 9610 | North Plains | 313th | Commercial | Highland Ct | planter strips | \$ | 1,305,000 | 100% | | | \$ | 1,305,000 | 100% | \$1,305,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 9611 | North Plains | Pacific | Glencoe | 322nd | Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs | \$ | 3,695,000 | 100% | | | \$ | 3,695,000 | 100% | \$3,695,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 9612 | North Plains | Glencoe | North | | Roundabout or signalization and left-turn lane | \$ | 750,000 | 100% | | | \$ | 750,000 | 100% | \$750,000 | 2019-2025 | | | \$ | - | \$ - | | |
| | North Plains | TOTAL | | | | \$ | 22,527,102 | | | | \$ | 21,270,327 | | \$21,270,327 | | \$ 331,911 | \$ - | \$ 4 | 495,432 | \$ - | \$ | 495,432 |
| 4000 | Sherwood | OR 99W | Edy | Sunset | Install missing pedestrian crossings at existing signalized intersections. | \$ | 7,000 | 100% | | | \$ | 7,000 | 100% | \$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 | 100% | | | \$ | 13,300,000 | 100% | \$13,300,000 | 2025-2035 | \$ 90,149 | | \$ 2 | 253,753 | \$ - | \$ | 253,753 |
| 4002 | Sherwood | Arrow | Langer Farms | Gerda | Construct new 2-lane road to collector standards | \$ | 7,427,562 | 100% | | | \$ | 7,427,562 | 100% | \$7,427,562 | 2025-2039 | | | \$ | | \$ - | \$ | - |
| 4003 | Sherwood | Arrow/ Galbreath | Gerda | Cipole | Construct 2-lane collector road | \$ | 2,317,399 | 100% | | | \$ | 2,317,399 | 100% | \$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 | 100% | | | \$ | 779,000 | 100% | \$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 | 100% | | | \$ | 3,802,000 | 100% | \$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 | 100% | | | \$ | 7,020,000 | 100% | \$7,020,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 4007 | Sherwood | Brookman | OR 99W | Ladd Hill | Add turn lanes and center median | \$ | 13,440,917 | 100% | | | \$ | 13,440,917 | 100% | \$13,440,917 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 4008 | Sherwood | Brookman | Middleton | | Traffic control improvements; add turn lane and relocate stop signage | \$ | 250,000 | 75% | | | \$ | 187,500 | 100% | \$187,500 | 2025-2039 | | | \$ | , | \$ - | \$ | - |
| 4009 | Sherwood | Cedar Brook | Elwert | Handley | Construct 2-lane collector road | \$ | 13,000,000 | 100% | | | \$ | 13,000,000 | 100% | \$13,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |

| Project ID | Jurisdiction | Facility | From | To | Project | Project Co: (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | le Capacity | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | T 2009- resent | Other Funding 2009-Present | other f | FDT and funding Present |
|---------------|--------------|--|--|------------|--|-------------------------|--|---------------------------------------|--|------------------|-----------------|------------------------|---|--------------|------------------------|-------------------|-------------------------------|---------|-------------------------|
| 4010 | Sherwood | Edy | Borchers | | Improve 3-leg intersection, possible roundabout | \$ 2,000 | 000 100% | | | \$ 2,000,000 | 100% | \$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 | 000 100% | | | \$ 8,600,000 | 100% | \$8,600,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4012 | Sherwood | Edy/Sherwood | Borchers | 3rd | Add turn lanes and center median | \$ 7,427 | 562 100% | | | \$ 7,427,562 | 100% | \$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 | 000 100% | | | \$ 1,070,000 | 100% | \$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 | 000 100% | | | \$ 3,400,000 | 100% | \$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 | 000 100% | | | \$ 11,430,000 | 100% | \$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 | 866 100% | | | \$ 4,639,866 | 100% | \$4,639,866 | 2014-2024 | \$ 676,088 | \$ 13,102,694 | \$ 777,782 | \$ 15,433,403 | \$ 16,2 | 211,185 |
| 4017 | Sherwood | Elwert | Edy | | Intersection improvement Construct collector status road to | \$ 5,500 | 000 100% | | | \$ 5,500,000 | 100% | \$5,500,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4018 | Sherwood | Herman | Langer Farms | Cipole | connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips | \$ 8,190 | 000 100% | | | \$ 8,190,000 | 100% | \$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 | 000 100% | | | \$ 6,340,000 | 100% | \$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 | 000 100% | | | \$ 2,000,000 | 100% | \$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 | 000 100% | | | \$ 3,243,000 | 100% | \$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 | 000 100% | | | \$ 6,712,000 | 100% | \$6,712,000 | 2014-2024 | \$ 40,186 | | \$ 51,583 | \$ 109,757 | \$ 1 | 161,340 |
| 4023 | Sherwood | Oregon | Tonquin | | Construct roundabout north of Oregon St/Murdock Roundabout | \$ 2,940 | 000 100% | | | \$ 2,940,000 | 100% | \$2,940,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 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 | 260 100% | | | \$ 3,808,260 | 100% | \$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 | \$ 900 | 000 25% | | | \$ 225,000 | 100% | \$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 | 233 100% | | | \$ 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 4027 | Sherwood | Sunset | Main | | Install Traffic Signal | \$ 250 | 000 100% | | | \$ 250,000 | 100% | \$250,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | 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 | | | | \$ 8,316,000 | | \$8,316,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4029 | Sherwood | Sunset | Timbrel | | Install single lane roundabout | \$ 300 | 000 100% | | | \$ 300,000 | 100% | \$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 | 000 100% | | | \$ 6,400,000 | 100% | \$6,400,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 4031 | Sherwood | Hwy 99W | Sunset | | Construct a 630 foot long 12 foot wide pedestrian bridge across 99W, Elwert and Kruger | \$ 12,000 | 000 100% | | | \$ 12,000,000 | 100% | \$12,000,000 | 2020-2025 | | | \$ - | \$ - | \$ | - |

| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
|--|--|---|---|--|---|--|---|---------|---------|---|---|---|--|--------------|------------------------|--|--|---|
| | | | | | | | Project | Primary | Primary | | | | Project | | | | | Total TDT and |
| Project | | | | | | Project Cost | Related to | Funding | Funding | Eligible Capacity | Growth | Eligible SDC | Completion | | | TDT 2009- | Other Funding | other funding |
| ID | Jurisdiction | Facility | From | То | Project | (2014\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | Present | 2009-Present | 2009-Present |
| | Sherwood | TOTAL | | | | \$ 167,196,799 | | | | \$ 166,459,299 | | \$166,459,299 | | \$ 806,423 | \$ 13,102,694 | | \$ 15,623,273 | \$ 16,706,390 |
| 5000 | | 68th 68th | OR 99W Atlanta | 11-1 | | \$ 2,394,646 \$ 2,000,000 | 100% 100% | | | \$ 2,394,646 \$ 2,000,000 | 100% | \$2,394,646 \$2.000.000 | 2025-2039 2025-2039 | | | \$ - | \$ - | \$ - |
| 5001 | Tigard Tigard | 72nd | OR 99W | Haines | Intersection improvement Turn lanes | \$ 2,000,000 | 100% | | | \$ 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | \$ - \$ - | \$ - | \$ - |
| | | | | | Complete Street, consistent with | + -,, | | | | , | | , | | | | \$ 398 | • | |
| 5003 | i igard | 72nd | OR 99W | Hampton | adopted plan up to 5-lanes | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$15,000,000 | 2014-2024 | \$ 398 | | \$ 398 | \$ - | \$ 398 |
| 5004 | Tigard | 72nd | Hampton | Hunziker | Add southbound right turn & | \$ 386,233 | 100% | | | \$ 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ - | \$ - | s - |
| | | | <u>'</u> | | protected left turn phasing Expand the 217 overpass at 72nd | | | | | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | ,, | | | | <u> </u> | · | , |
| 5005 | Tigard | 72nd | Hampton | Hunziker | | \$ 30,000,000 | 100% | | | \$ 30,000,000 | 100% | \$30,000,000 | 2014-2024 | | | s - | \$ - | \$ - |
| | r igai a | 72110 | riampton | i idi izikoi | up to 5 lanes | ψ σσ,σσσ,σσσ | 10070 | | | ψ ου,ουσ,ουσ | 10070 | \$00,000,000 | 20112021 | | | • | * | • |
| 5006 | Tigard | 72nd | Hunziker | Bonita | Complete missing sidewalks and | \$ 7,261,185 | 100% | | | \$ 7,261,185 | 100% | \$7,261,185 | 2014-2024 | | | s - | s - | ¢ _ |
| | | | | Dorma | bike lanes | | | | | * ',=-', | | | | | | • | • | • |
| 5007 | • | 72nd | Bonita | | Intersection improvement Complete Street, consistent with | \$ 1,114,134 | 100% | | | \$ 1,114,134 | 90% | \$998,380 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5008 | Tigard | 72nd | Bonita | Durham | adopted plan up to 5-lanes | \$ 9,269,598 | 100% | | | \$ 9,269,598 | 100% | \$9,269,598 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5009 | Tigard | 72nd | Carman | | NB right turn lane | \$ 308,987 | 100% | | | \$ 308,987 | 100% | \$308,987 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5010 | Tigard | 72nd | Upper Boones | | Intersection improvement & signal | \$ 1,544,933 | 100% | | | \$ 1,544,933 | 89% | \$1,368,928 | 2025-2039 | | | \$ 13,124 | \$ - | \$ 13,124 |
| | | OR 99W | Ferry | | upgrade | | 100% | | | \$ 5.000.000 | | | | | | ¢ 10,121 | ¢ | ¢ 10,121 |
| 5011 7 | | OR 99W | Walnut McDonald | Gaarde | Intersection improvements WB right turn lane | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 84% - 91% | \$4,220,000 \$0 | 2014-2024 2025-2039 | | | \$ 1.223.301 | \$ 3,894,075 | \$ 5,117,375 |
| 5013 | | OR 99W | Durham | - Calarato | | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 99% | \$9,860,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5014 | | 121st | North Dakota | | New signal system | \$ 231,740 | 100% | | | \$ 231,740 | 100% | \$231,740 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5015 | Tigard | 121st | North Dakota | Walnut | Widen to 3 lanes with sidewalks & | \$ 7,647,418 | 100% | | | \$ 7,647,418 | 100% | \$7,647,418 | 2025-2039 | | | s - | s - | s - |
| _ | | | | | bikelanes Widen with sidewalks and bike | | | | | + 1,011,110 | | | | | | <u> </u> | * | |
| 5016 | Tigard | 121st | Whistler | Tippit | lanes | \$ 4,325,812 | 100% | | | \$ 4,325,812 | 100% | \$4,325,812 | 2025-2039 | \$ 37,878 | \$ 673,022 | \$ 66,496 | \$ 812,027 | \$ 878,523 |
| 5017 | Tigard | Bonita | Hall | I-5 | Widen to 4 lanes | \$ 6,179,732 | 100% | | | \$ 6,179,732 | 85% | \$5,272,615 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5018 | | Bonita | Sequoia | | New traffic signal and turn lanes | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5019 | | Carman | I-5 | | Turn lanes | \$ 1,081,453 | 100% | | | \$ 1,081,453 | 100% | \$1,081,453 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 5020 T | | Dartmouth Dartmouth | OR 99W 72nd | 68th | Intersection Improvements Widen to 4 lanes | \$ 6,000,000 \$ 1,853,920 | 100% 100% | | | \$ 6,000,000 \$ 1.853.920 | 100% 100% | \$6,000,000 \$1.853.920 | 2025-2039 2014-2024 | | | \$ - \$ 873,376 | \$ - \$ 1,576,067 | \$ 2,449,443 |
| | | | Upper Boones | COUL | i i | , | | | | , | | . , , | | | | | | |
| 5022 | | Durham | Ferry | | intercontain improvement | \$ 1,544,933 | 100% | | | \$ 1,544,933 | 89% | \$1,368,928 | 2025-2039 | \$ 5,668 | | \$ 124,317 | \$ - | \$ 124,317 |
| 5023 | | Greenburg | Olsen | Hall | intersection improvement | \$ 849,713 | 100% | | | \$ 849,713 | 93% | \$791,613 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5024 | | Greenburg | Shady | Tiedeman | Widen to 5 lanes | \$ 8,000,000 | 100% | | | \$ 8,000,000 | 84% 84% | \$6,745,098 \$0 | 2014-2024 2025-2039 | | | \$ - \$ - | \$ - | \$ - |
| 5025 5026 | | Greenburg Greenburg | Tiedeman | OR 99W | intoroccion improvement | \$ 14,900,000 | 100% | | | \$ 14,900,000 | 100% | \$14,900,000 | 2014-2024 | | | \$ - \$ - | \$ - | \$ - |
| 5027 | | Hall | Pfaffle | | New traffic signal and turn lanes | \$ 1,260,000 | 100% | | | \$ 1,260,000 | 100% | \$1,260,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | | | Turn lanes at both intersections; | | | | | | | | | | | | | |
| 5028 | Tigard | Hall | McDonald | Bonita | aux lanes between intersections; bike lanes and sidewalks | \$ 8,900,000 | 100% | | | \$ 8,900,000 | 93% | \$8,277,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | Highway 217 | | | | | | | | | | | | | | | | |
| 5029 | Tigard | | | Tigard Triangle | Construct new complete street | | | | | | | | | | | | | |
| 5030 | Tigord | Highway 217 Overcrossing | Hunziker | Tigard Triangle (Beveland) | Construct new complete street overcrossing of Hwy 217 | \$ 30,000,000 | 100% | | | \$ 30,000,000 | 100% | \$30,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 5004 | rigaru | | Hunziker Greenburg | | | \$ 30,000,000 \$ 2,471,893 | 100% 100% | | | \$ 30,000,000 \$ 2,471,893 | 100% 100% | \$30,000,000 \$2,471,893 | 2014-2024 | | | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| 5031 | | Overcrossing Locust | Greenburg | (Beveland) | overcrossing of Hwy 217 | \$ 2,471,893 | 100% | | | \$ 2,471,893 | 100% | \$2,471,893 | 2025-2039 | | | \$ - \$ - | \$ - | \$ - |
| | Tigard | Overcrossing | | (Beveland) | overcrossing of Hwy 217 Complete street improvement | | | | | , ,,,,,,,,, | | | | | | \$ - \$ - \$ - | * | \$ - \$ - |
| 5032 | Tigard | Overcrossing Locust | Greenburg Hall | (Beveland) | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade | \$ 2,471,893 \$ 772,466 | 100% | | | \$ 2,471,893 | 100% 99% | \$2,471,893 \$766,702 | 2025-2039 2025-2039 | | | \$ - \$ - \$ - | \$ - | \$ - |
| | Tigard Tigard | Overcrossing Locust McDonald | Greenburg Hall Scholls Ferry | (Beveland) Hall | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement | \$ 2,471,893 \$ 772,466 \$ 1,776,673 | 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 | 99% 100% | \$2,471,893 \$766,702 \$1,776,673 | 2025-2039 2025-2039 2025-2039 | | | \$ - \$ - \$ - | \$ - \$ - | \$ - |
| 5032 T | Tigard Tigard | Overcrossing Locust McDonald Nimbus | Greenburg Hall | (Beveland) | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension | \$ 2,471,893 \$ 772,466 | 100% | | | \$ 2,471,893 \$ 772,466 | 100% 99% | \$2,471,893 \$766,702 | 2025-2039 2025-2039 | | | \$ - \$ - \$ - \$ - \$ - | \$ - | \$ - |
| 5033 | Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus extension | Greenburg Hall Scholls Ferry Scholls Ferry | (Beveland) Hall Greenburg | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 | 100% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 | 100% 99% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 | 2025-2039 2025-2039 2025-2039 2014-2024 | | | \$ - \$ - \$ - | \$ - \$ - \$ - | \$ - |
| 5033 | Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus | Greenburg Hall Scholls Ferry | (Beveland) Hall | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way | \$ 2,471,893 \$ 772,466 \$ 1,776,673 | 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 | 99% 100% | \$2,471,893 \$766,702 \$1,776,673 | 2025-2039 2025-2039 2025-2039 | | | \$ - \$ - \$ - | \$ - \$ - | \$ - |
| 5033 T | Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus extension | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker | (Beveland) Hall Greenburg Hall | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 | 100% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 | 100% 99% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 | 2025-2039 2025-2039 2025-2039 2014-2024 2025-2039 | | | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - |
| 5033 | Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus extension Scoffins Tiedeman / North Dakota | Greenburg Hall Scholls Ferry Scholls Ferry | (Beveland) Hall Greenburg | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 | 100% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 | 100% 99% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 | 2025-2039 2025-2039 2025-2039 2014-2024 | | | \$ - \$ - \$ - | \$ - \$ - \$ - | \$ - |
| 5033 T | Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus extension Scoffins Tiedeman / North Dakota Upper Boones | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker | (Beveland) Hall Greenburg Hall | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hurziker & modify to 4-way signal Realign one or both streets so they | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 | 100% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 | 100% 99% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 | 2025-2039 2025-2039 2025-2039 2014-2024 2025-2039 | | | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - |
| 5033 T 5034 T 5035 T 5036 T | Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus extension Scoffins Tiedeman / North Dakota Upper Boones Ferry | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham | (Beveland) Hall Greenburg Hall Greenburg I-5 | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 | 100% 100% 100% 100% 100% 75% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 | 100% 99% 100% 100% 100% 89% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 | 2025-2039 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 | | | \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - |
| 5033 7 5034 7 5035 7 5036 7 5037 7 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus extension Scoffins Tiedeman / North Dakota Upper Boones | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard | (Beveland) Hall Greenburg Hall Greenburg | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 5 lanes | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 | 100% 100% 100% 100% 100% 75% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 | 100% 99% 100% 100% 100% 89% 89% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$5,340,000 \$4,325,812 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2014-2024 2025-2039 | | | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - |
| 5033 T 5035 T 5036 T 5037 T 5038 T | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus extension Scoffins Tiedeman / North Dakota Upper Boones Ferry Walnut | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 121st | Greenburg Hall Greenburg Hall Greenburg I-5 Tiedeman | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 | 100% 100% 100% 100% 100% 75% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 | 100% 99% 100% 100% 100% 89% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 | 2025-2039 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 | | | \$ - \$ - \$ - \$ - \$ - \$ - \$ 5,17,752 | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - |
| 5033 1 5034 1 5035 1 5036 1 5037 1 5038 1 5039 1 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Mimbus Nimbus Nimbus extension Scoffins Tiedeman / North Dakota Upper Boones Ferry Walnut Walnut Walnut | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 12:1st Tiedeman OR 99W | Greenburg Hall Greenburg Hall Greenburg I-5 Tiedeman | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Unitersection improvement | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 | 100% 100% 100% 100% 100% 75% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 | 100% 99% 100% 100% 100% 89% 89% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$5,340,000 \$4,325,812 \$3,862,332 \$1,776,673 | 2025-2039 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2014-2024 2025-2039 2025-2039 | | | \$ - \$ - \$ - \$ - \$ - \$ - \$ 5,17,752 | \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - |
| 5033 T 5035 T 5036 T 5037 T 5038 T | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus extension Scoffins Tiedeman / North Dakota Upper Boones Ferry Walnut Walnut Walnut Walnut Walnut Walnut | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 121st Tiedeman | (Beveland) Hall Greenburg Hall Greenburg I-5 Tiedeman OR 99W | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Unitersection improvement | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 | 100% 100% 100% 100% 100% 75% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 | 100% 99% 100% 100% 100% 89% 89% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$5,340,000 \$4,325,812 \$3,862,332 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2014-2024 2014-2024 2025-2039 2025-2039 2025-2039 | | | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 5,192 \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 8,053,489 \$ - |
| 5033 7 5034 7 5035 7 5036 7 5037 7 5038 7 5039 7 5040 7 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Mimbus Nimbus Nimbus extension Scoffins Tiedeman / North Dakota Upper Boones Ferry Walnut Walnut Walnut | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 121st Tiedeman OR 99W OR 99W | (Beveland) Hall Greenburg Hall Greenburg I-5 Tiedeman OR 99W Scoffins | overcrossing of Hwy 217 Complete street improvement Right furn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Widen to 3 lanes Intersection improvement New 3-lane collector | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 | 100% 100% 100% 100% 100% 75% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,382 \$ 1,776,673 \$ 29,353,726 | 100% 99% 100% 100% 100% 89% 100% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$5,340,000 \$4,325,812 \$3,862,332 \$1,776,673 \$29,353,726 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2014-2024 2025-2039 2025-2039 2014-2024 | | | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 5,192 \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 8,053,489 \$ - |
| 5033 1 5034 1 5035 1 5036 1 5037 1 5038 1 5039 1 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus Nimbus Scoffins Tiedeman / North Dakota Upper Boones Ferry Walnut Walnut Walnut Washington Square Overcrossing | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 12:1st Tiedeman OR 99W | (Beveland) Hall Greenburg Hall Greenburg I-5 Tiedeman OR 99W Scoffins | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Unitersection improvement | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 | 100% 100% 100% 100% 100% 75% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 | 100% 99% 100% 100% 100% 89% 89% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$5,340,000 \$4,325,812 \$3,862,332 \$1,776,673 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2014-2024 2014-2024 2025-2039 2025-2039 2025-2039 | | | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 5,192 \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 8,053,489 \$ - |
| 5033 7 5034 7 5035 7 5036 7 5037 7 5038 7 5039 7 5041 7 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Mimbus Nimbus Nimbus Scoffins Tiedeman / North Dakota Upper Boones Ferry Walnut Walnut Walnut Washington Square Overcrossing (South) | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 121st Tiedeman OR 99W Nimbus | (Beveland) Hall Greenburg Hall Greenburg I-5 Tiedeman OR 99W Scoffins South mall area (Locust St.) | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hurziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Intersection improvement New 3-lane collector 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 | 100% 100% 100% 100% 100% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 \$ 39,781,536 | 100% 99% 100% 100% 100% 89% 100% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$5,340,000 \$4,325,812 \$3,862,332 \$1,776,673 \$29,353,726 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 | | | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 5,192 \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ \$ - \$ \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ \$ - \$ |
| 5033 7 5034 7 5035 7 5036 7 5037 7 5038 7 5039 7 5040 7 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus Nimbus Scoffins Tiedeman / North Dakota Upper Bones Ferry Walnut Walnut Walnut Washington Square Overcrossing | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 121st Tiedeman OR 99W OR 99W | (Beveland) Hall Greenburg Hall Greenburg I-5 Tiedeman OR 99W Scoffins South mall area | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Intersection improvement New 3-lane collector 2-lane overcrossing of Hwy, 217 with sidewalks & bikelanes Widen to 5 lanes | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 | 100% 100% 100% 100% 100% 75% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,382 \$ 1,776,673 \$ 29,353,726 | 100% 99% 100% 100% 100% 89% 100% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$5,340,000 \$4,325,812 \$3,862,332 \$1,776,673 \$29,353,726 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2014-2024 2025-2039 2025-2039 2014-2024 | \$ 939,056 | | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 5,192 \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 8,053,489 \$ - \$ - \$ - |
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| 5033 7 5034 7 5035 7 5036 7 5038 7 5039 7 5040 7 5041 7 5042 7 5043 7 | Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard Tigard | Overcrossing Locust McDonald Nimbus Nimbus Nimbus Scoffins Tiedeman / North Dakota Upper Boones Ferry Walnut Walnut Walnut Walnut Washington Square Overcrossing (South) Roy Rogers Tiedeman— | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 121st Tiedeman OR 99W Nimbus Scholls Ferry Fanno-Creek | (Beveland) Hall Greenburg Hall Greenburg I-5 Tiedeman OR 99W Scoffins South mall area (Locust St.) UGB Greenburg T4th Hermoso/Bevel | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Widen to 3 lanes Intersection improvement New 3-lane collector 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes Widen to 5 lanes Sidewalk infill and intersection- safety improvements at N Dakota- and-Tigard streets | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 \$ 39,781,536 | 100% 100% 100% 100% 100% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 \$ 39,781,536 | 100% 99% 100% 100% 100% 89% 100% 100% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$4,325,812 \$3,862,332 \$1,776,673 \$29,353,726 \$39,781,536 \$29,156,000 \$0 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 | | | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 5,192 \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ 17,752 \$ 8,053,489 \$ - \$ - \$ - \$ - |
| 5033 1 5034 1 5035 1 5036 1 5036 1 5039 1 5040 1 5041 1 5042 1 5044 1 5045 1 | Tigard | Overcrossing Locust McDonald Mimbus Mimbus Scoffins Tiedeman / North Dakota Upper Boones Ferry Wainut Walnut Walnut Washington Square Overcrossing (South) Roy Rogers Tiedeman Atlanta 74th | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 121st Tiedeman OR 99W Nimbus Scholls Ferry Fanne Creek 68th | (Beveland) Hall Greenburg Hall Greenburg I-5 Tiedeman OR 99W Scoffins South mall area (Locust St.) UGB Greenburg 74th Hermoso/Bevel and | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Intersection improvement New 3-lane collector 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes Widen to 5 lanes Widen to 5 lanes Sidewalk infill and intersection- safety improvements at N Dakota- and Tigard-streets Extend collector roadway Extend collector roadway | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 \$ 39,400,000 \$ 10,000,000 \$ 10,000,000 | 100% 100% 100% 100% 100% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 \$ 39,781,536 \$ 39,400,000 \$ 10,000,000 | 100% 99% 100% 100% 100% 100% 89% 89% 100% 100% 100% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$5,340,000 \$4,325,812 \$3,862,332 \$1,776,673 \$29,353,726 \$39,781,536 \$29,156,000 \$0 \$10,000,000 \$10,000,000 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2025-2039 2014-2024 | | \$ 12,394,704 | \$ - \$ - \$ - \$ - \$ - \$ 17,752 \$ 5,192 \$ - \$ - \$ - \$ 1244 \$ - | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ - \$ - \$ - \$ 17,752 \$ 8,053,489 \$ - \$ - \$ - \$ - |
| 5033 7 5034 7 5035 7 5036 7 5038 7 5038 7 5039 7 5040 7 5041 7 5042 7 5043 7 | Tigard | Overcrossing Locust McDonald Mimbus Mimbus Scoffins Tiedeman / North Dakota Upper Boones Ferry Walnut Walnut Washington Square Overcrossing (South) Roy Rogers Tiedeman— Atlanta | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 121st Tiedeman OR 99W Nimbus Scholls Ferry Fanno-Creek 68th | (Beveland) Hall Greenburg Hall Greenburg I-5 Tiedeman OR 99W Scoffins South mall area (Locust St.) UGB Greenburg T4th Hermoso/Bevel | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Uniden to 4 lanes Intersection improvement New 3-lane collector 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes Widen to 5 lanes Sidewalk infill and intersection- safety improvements at N Dakota and Tigard streets Extend collector roadway Extend collector roadway Complete street improvement | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 \$ 39,781,536 \$ 39,400,000 \$ 10,000,000 \$ 10,000,000 | 100% 100% 100% 100% 100% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 \$ 39,781,536 \$ 39,400,000 \$ 10,000,000 | 100% 99% 100% 100% 100% 89% 100% 100% 100% 100% 100% | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$4,325,812 \$3,862,332 \$1,776,673 \$29,353,726 \$39,781,536 \$29,156,000 \$4,325,812 \$3,862,332 \$1,776,673 \$29,353,726 \$39,781,536 \$29,156,000 \$4,325,812 \$39,781,536 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2025-2039 | | \$ 12,394,704 | \$ - \$ - \$ - \$ - \$ 17,752 \$ 5,192 \$ - \$ - \$ - \$ 1244 \$ - \$ - | \$ - \$ - \$ - \$ \$ - | \$ - \$ - \$ - \$ - \$ 17,752 \$ 8,053,489 \$ - \$ - \$ - \$ - |
| 5033 7 5034 7 5035 7 5036 7 5037 7 5039 7 5040 7 5041 7 5042 7 5042 7 5044 7 5045 7 5046 7 | Tigard | Overcrossing Locust McDonald Nimbus Nimbus extension Scoffins Tiedeman / North Dakota Upper Boones Ferry Walnut Walnut Walnut Walnut Walnut Washington Square Overcrossing (South) Roy Rogers Tiedeman Atlanta 74th McDonald | Greenburg Hall Scholls Ferry Scholls Ferry Hunziker Tigard Durham 12:1st Tiedeman OR 99W Nimbus Scholls Ferry Fanno-Creek 68th 999W Hall 72nd | (Beveland) Hall Greenburg Hall Greenburg I-5 Tiedeman OR 99W Scoffins South mall area (Locust St.) UGB Greenburg 74th Hermoso/Bevel and 999W | overcrossing of Hwy 217 Complete street improvement Right turn lane from Hall to McDonald & signal system upgrade Intersection improvement 3-lane extension Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal Realign one or both streets so they intersect west of the railroad Widen to 5 lanes Widen to 3 lanes Uniden to 3 lanes Intersection improvement New 3-lane collector 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes Widen to 5 lanes Sidewalk infill and intersection- safety improvements at N-Dakota and Tigard streets Extend collector roadway Extend collector roadway Complete street improvement | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 10,000,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 \$ 39,781,536 \$ 39,400,000 \$ 10,000,000 \$ 10,000,000 | 100% 100% 100% 100% 100% 100% 100% 100% | | | \$ 2,471,893 \$ 772,466 \$ 1,776,673 \$ 23,173,994 \$ 15,000,000 \$ 7,500,000 \$ 6,000,000 \$ 4,325,812 \$ 3,862,332 \$ 1,776,673 \$ 29,353,726 \$ 39,781,536 \$ 39,400,000 \$ 10,000,000 \$ 10,000,000 | 100% 99% 100% 100% 100% 100% 100% 100% 1 | \$2,471,893 \$766,702 \$1,776,673 \$23,173,994 \$15,000,000 \$6,675,000 \$5,340,000 \$5,340,000 \$4,325,812 \$3,862,332 \$1,776,673 \$29,353,726 \$39,781,536 \$29,156,000 \$0 \$10,000,000 \$10,000,000 \$9,696,000 | 2025-2039 2025-2039 2014-2024 2025-2039 2014-2024 2014-2024 2025-2039 2025-2039 2025-2039 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 2014-2024 | | \$ 12,394,704 | \$ - \$ - \$ - \$ - \$ 17,752 \$ 5,192 \$ - \$ - \$ - \$ 11,244 \$ - \$ - \$ - | \$ - \$ - \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ \$ \$ - \$ | \$ - \$ - \$ - \$ - \$ 17,752 \$ 8,053,489 \$ - \$ - \$ - \$ - |

| | | | ı | | | | | | | | | 1 | | | | | 1 | 1 |
|---------------|----------------------|------------------------|---------------------------|--|---|---|---------------|-------------------|--------------------|---|--|---|-------------------------|--------------|------------------------|----------------------|-------------------------------|-------------------------------|
| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
| | | | | | | | Project | Primary | Primary | | | | Project | | | | | Total TDT and |
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Related to | Funding Source | Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other funding 2009-Present |
| | | | | | New Street from Hunziker to Tech | , ,, | Capacity (%) | Source | Revenue | | | | | FY 19-20 ID1 | FY 19-20 Other Funding | Present | 2009-Present | 2009-Present |
| 5049 | Tigard | Wall St Ext | Wall | Tech Center Dr | Center Dr | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 100% | \$5,000,000 | 2014-2024 | | | \$ - | \$ - | |
| | | Durham/Upper | Upper Boones | | Install traffic signal coordination on | | | | | | | | | | | | | |
| 5050 | Tigard | Boones Ferry | Ferry | 92nd Ave | Durham and Upper Boones Ferry | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 56% | \$560,000 | 2014-2024 | | | \$ - | \$ - | |
| 5051 | Tigard | OR 99W | Hall Blvd | | Intersection Improvements | \$ 6,500,000 | 100% | | | \$ 6,500,000 | 100% | \$6,500,000 | 2019-2029 | | | s - | \$ - | |
| 3001 | Tigard | TOTAL | Trail Diva | | | \$ 402,349,542 | 10070 | | | \$ 399,849,542 | 10070 | \$383,039,894 | \$74,990 | \$ 989,645 | \$ 13,067,726 | \$ 3,334,642 | \$ 37,731,929 | \$ 41,066,571 |
| 6000 | Tualatin | 65th | Nyberg Lane | I-205 | Multi-use path | \$ 9,734,000 | 100% | | | \$ 9,734,000 | 82% | \$8,023,973 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6001 | Tualatin | 95th | Tualatin- Sherwood | Avery | Bike lanes | \$ 2,920,000 | 100% | | | \$ 2,920,000 | 100% | \$2,920,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | 105th/Blake/ | | | Widen to 3 lanes, bike lanes & | | | | | | | | | | | | | |
| 6002 | | 108th | Avery | Willow | sidewalk | \$ 5,086,000 | 100% | | | \$ 5,086,000 | 100% | \$5,086,000 | 2014-2024 | | | \$ 197,127 | \$ - | \$ 197,127 |
| 6003 | Tualatin | 115th | Blake | 124th | New street - major collector | \$ 31,446,000 | 100% | | | \$ 31,446,000 | 100% | \$31,446,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6004 | Tualatin | 124th/Basalt | Tualatin- | Grahams Ferry | Widen to 5 lanes, pedestrian & bicycle facilities, signal at | \$ 14,000,000 | 100% | | | \$ 14,000,000 | 100% | \$14,000,000 | 2014-2024 | | \$ 418,579 | ¢ - | \$ 428,684 | \$ 428,684 |
| 0004 | Tualatiii | Creek | Sherwood | Granams r city | Tonquin/124th | ψ 14,000,000 | 10070 | | | Ψ 14,000,000 | 10070 | \$14,000,000 | 2014-2024 | | Ψ 10,073 | Ψ - | 420,004 | Ψ 420,004 |
| 6005 | Tualatin | Avery | Tualatin- | Teton | Widen to 3 lanes | \$ 3,600,000 | 100% | | | \$ 3,600,000 | 100% | \$3,600,000 | 2025-2039 | | | s - | s - | s - |
| | Tualatin | Avery | Sherwood 105th | retori | Signal - new | \$ 254,914 | 75% | | | \$ 191,185 | 100% | \$191,185 | 2025-2039 | | | • | \$ - | φ - |
| | Tualatin | Avery | Teton | | Signal - new Signal - new | \$ 254,914 | | | | \$ 254,914 | 100% | \$254,914 | 2025-2039 | | | \$ - \$ - | \$ - | \$ - |
| | | Basalt Creek | 10.011 | | | | | | | | | | | | | Ψ | <u> </u> | Ψ |
| 6008 | Tualatin | East-West | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5. | \$ 5,000,000 | 100% | 1 | | \$ 5,000,000 | 100% | \$5,000,000 | 2040+ | \$ 53,010 | | \$ 53,010 | \$ - | \$ 53,010 |
| 6000 | Tualatin | Arterial Blake | 124th | 115th | New street - minor collector | \$ 10,000,000 | 100% | | | \$ 10.000.000 | 100% | \$10,000,000 | 2025-2039 | | | ¢ | ¢ | e |
| | | | Lower Boones | 11301 | Î | | | | | | | | | | | y - | φ - | φ - |
| 6010 | Tualatin | Boones Ferry | Ferry | | Fill sidewalk gaps | \$ 50,000 | 100% | | | \$ 50,000 | 100% | \$50,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6011 | Tualatin | Boones Ferry | Lower Boones | Martinazzi | Widen to 5 lanes and bridge | \$ 13,579,200 | 100% | | | \$ 13,579,200 | 90% | \$12,265,084 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | | Ferry Tualatin- | | | | | | | | | | 1 | | | | | |
| 6012 | Tualatin | Boones Ferry | Sherwood | Ibach | Widen to 3 lanes | \$ 5,098,279 | 100% | | | \$ 5,098,279 | 92% | \$4,690,416 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6013 | Tualatin | Boones Ferry | Ibach | Norwood | Widen to 3 lanes | \$ 660,000 | 100% | | | \$ 660,000 | 100% | \$660,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6014 | Tualatin | Boones Ferry | Tualatin High School | South city limits | Fill sidewalk gaps | \$ 315,000 | 100% | | | \$ 315,000 | 100% | \$315,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 0045 | | o: . | | Tualatin- | | | 4000/ | | | | 4000/ | 040 400 557 | 0044 0004 | | | • | _ | |
| | Tualatin | Cipole | OR 99W | Sherwood | | \$ 10,196,557 | 100% | | | \$ 10,196,557 | 100% | \$10,196,557 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tualatin Tualatin | Cipole | Cummins | | Signal - new | \$ 339,885 \$ 3.058,967 | 75% 75% | | | \$ 254,914 \$ 2,294,225 | 100% | \$254,914 \$2,294,225 | 2025-2039 2014-2024 | | | \$ - \$ - | \$ - ¢ - | \$ - |
| | | Cipole | Herman | | Olgridi & Tealigh Fallifold | | | | | | | ¥=,== :,=== | | | | Ψ - | Ψ - | |
| 6018 | Tualatin | Grahams Ferry | lbach | Helenius | Widen to 3 lanes, fill sidewalk gaps | \$ 4,980,000 | 100% | | | \$ 4,980,000 | 100% | \$4,980,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6019 | | Grahams Ferry | Helenius | | Signal - new | \$ 254,914 | 75% | | | \$ 191,185 | 100% | \$191,185 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6020 | Tualatin Tualatin | Hazelbrook Helenius | OR 99W 109th | Jurgens Grahams Ferry | Widen to 3 lanes Widen to 3 lanes | \$ 3,543,000 \$ 1,403,000 | 100% 100% | | - | \$ 3,543,000 \$ 1,403,000 | 100% | \$3,543,000 \$1,403,000 | 2025-2039 | | | \$ - \$ - | \$ - \$ - | \$ - |
| | Tualatin | Herman | Cipole | Tualatin | | \$ 3,393,000 | 100% | | | \$ 3,393,000 | 100% | \$3,393,000 | 2014-2024 | | | Ψ | \$ - | \$ - |
| 6023 | | Herman | Cipole | 124th | | \$ 1,563,472 | 100% | | | \$ 1,563,472 | 100% | \$1,563,472 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6024 | Tualatin Tualatin | Leveton Loop Road | 108th Boones Ferry | Nvbera | Signal - new New street - minor collector | \$ 254,914 \$ 4.248,566 | 75% 100% | | | \$ 191,185 \$ 4,248,566 | 100% | \$191,185 \$4.248.566 | 2025-2039 | | | \$ - \$ - | \$ - \$ - | \$ - |
| | Tualatin | Martinazzi | Boones Ferry | Warm Springs | Bike lane | \$ 2,403,000 | 100% | | | \$ 2,403,000 | 100% | \$2,403,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tualatin | Martinazzi | Sagert | | Signal/roundabout - new | \$ 2,400,000 | 75% | | | \$ 1,800,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6028 | Tualatin | McEwan | 65th | Lake Oswego | Widen to 3 lanes | \$ 3,908,680 | 100% | | | \$ 3,908,680 | 100% | \$3,908,680 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Tualatin | Myslony | 124th | city limit 112th | | \$ 14.030.000 | | | | \$ 14.030.000 | 100% | \$14.030.000 | 2014-2024 | | | \$ 1.846.799 | \$ 599,369 | \$ 2.446.168 |
| | | ,, | | | Widen to 3 lance, add cidewalks 8 | . , , , , , , , , , , , , , , , , , , , | 100% | | | , | | , | | | | \$ 1,040,799 | \$ - | ¢ 2,140,100 |
| | Tualatin | Norwood | Boones Ferry | East city limits | bike lanes | Φ 0,120,000 | | | | , ., | 100% | \$3,129,000 | 2014-2024 | | | φ - | φ - | φ - |
| 6031 | Tualatin Tualatin | Sagert Sagert | I-5 overpass 65th | 72nd | Bike lanes & sidewalks Signal - new | \$ 3,282,000 \$ 679.770 | 100% 75% | - | | \$ 3,282,000 \$ 509,828 | 100% | \$3,282,000 \$509,828 | 2028-2040 2014-2024 | | | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| | Tualatin | Teton | Tualatin | <u> </u> | Signal - new | \$ 609,000 | 75% | | | \$ 456,750 | 100% | \$456,750 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6034 | | Teton | Herman | Tualatin- | Widen to 3 lanes | \$ 2,464,000 | 100% | | | \$ 2,464,000 | 100% | \$2,464,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | - | - | Tualatin- | Sherwood | | | | | | | | | 1 | | | • | <u> </u> | |
| 6035 | Tualatin | Teton | Sherwood | | Add SB right turn lane | \$ 890,000 | 100% | 1 | | \$ 890,000 | 100% | \$890,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 6036 | Tualatin | Tualatin | 115th | | Signal - new | \$ 609,000 | 75% | | | \$ 456,750 | 100% | \$456,750 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 6037 | Tualatin | Tualatin- Sherwood | Boones Ferry | | Add EB right turn lane | \$ 792,000 | 100% | 1 | | \$ 792,000 | 100% | \$792,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | SHERWOOD | <u> </u> | | Additional on-ramp lane from | | | | | | | | 1 | | | | | |
| 6038 | Tualatin | Nyberg | I-5 | I | westbound Nyberg to northbound I- | \$ 792,000 | 100% | 1 | | \$ 792,000 | 100% | \$792,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | T 10 | | L | L | 5 (NE quadrant of interchange) | A 474 | | | | 100 100 | | 0405 | | | | | | |
| | Tualatin | TOTAL | T | 1 | Add sidewalks and bike lanes; add | \$ 171,308,004 | | | | \$ 169,107,692 | | \$165,675,686 | | \$ 53,010 | \$ 418,579 | \$ 2,096,937 | \$ 1,028,053 | \$ 3,124,990 |
| 1000 | Wash Co | 80th | Oleson | Oak | turn lanes at appropriate | \$ 13,000,000 | 90% | | | \$ 11,700,000 | 100% | \$11,700,000 | 2040+ | | \$ 611,896 | \$ - | \$ 611,896 | \$ 611,896 |
| | | | | | intersections | | | | | , , , , , , , , | | | | | . , | | . , | . , |
| | Wash Co | 92nd/Allen | Scholls Ferry McDaniel | Garden Home Rainmont | Widen to 3 lanes New 2-lane collector road | \$ 3,922,000 | 100% | | ļ | \$ 3,922,000 | 85% 100% | \$3,325,673 \$6,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co Wash Co | 113th 113th | McDaniel Rainmont | Rainmont Cornell | New 2-lane collector road Sidewalk infill | \$ 6,000,000 \$ 6,300,000 | 100% 90% | | | \$ 6,000,000 \$ 5.670.000 | 100% | \$6,000,000 \$5.670.000 | 2025-2039 | | | \$ - \$ - | \$ - | \$ - |
| | | | | | Add sidewalks and bike lanes; add | ,,, | | | | 7 | | , | | | | • | | |
| 1004 | Wash Co | 119th | McDaniel | Cornell | | \$ 12,000,000 | 90% | | | \$ 10,800,000 | 100% | \$10,800,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1005 | Wash Co | 160th | TV Hwy | Farmington | intersections Widen to 3 lanes | \$ 15,000,000 | 100% | - | - | \$ 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | ¢ . | ¢ | \$ |
| 1000 | 14311 00 | 10001 | 1 . v | r armington | TT MOTE TO U RELIES | ¥ 10,000,000 | 10070 | 1 | | ψ 10,000,000 | 10070 | ψ10,000,000 | 2020-2009 | | | · · | | · - |

| | | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | | Estimated Project | | | | | | | Total | I TDT and |
|--------------|--------------------|----------------------------|---------------------------|---------------------------|--|----|--------------------------|--------------------------|------------------|------------------|------------|--------------------|-------------|-----------------------------------|------------------------|--------------|-------------------------|----------|----------|----------------|-------------------|------------|-------------------|
| Project | | | | | | | ject Cost | Related to | Funding | Funding | Eligible C | | Growth | Eligible SDC | Completion | | | | T 2009- | | Funding | othe | er funding |
| ID | Jurisdiction | Facility | From | То | Project | (2 | 2014\$) | Capacity (%) | Source | Revenue | Amo | ınt | Share | Amount | Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | Pre | resent | 2009-F | Present | 2009 | 9-Present |
| | | | | | Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; | | | | | | | | | | | | | Į. | | ı | | | |
| 1006 | Wash Co | 170th | Merlo | Alexander | replace bridge over Beaverton | \$ | 15,277,000 | 100% | | | \$ 15, | 277,000 | 84% | \$12,839,181 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | | | | | Creek | | | | | | | | | | | | | Щ. | | Ь—— | | | |
| 1007 | Wash Co | 173rd | Bronson | Cornell | Extend 173rd Ave under or over US 26 connecting to 174th Ave | \$ | 58,640,000 | 100% | | | \$ 58, | 640,000 | 100% | \$58,640,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Wash Co | 174th | | Bronson | Widen to 3 lanes | \$ | 16,230,000 | 100% | | | | 230,000 | 100% | \$16,230,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 1009 | Wash Co Wash Co | 175th 175th | Rigert Kemmer | Weir | Widen to 3 lanes Intersection improvement | \$ | 13,950,000 | 100% 100% | | | | 950,000 500.000 | 100% | \$13,950,000 \$2,500,000 | 2014-2024 | | \$ 297.986 | \$ | | \$ 7 | .144.435 | \$ | 7.144.435 |
| | | 17001 | rtorrinor | | Realign roadway, improve to | \$ | -,000,000 | | | | <u> </u> | , | | +-,, | | | \$ 297,900 | a a | | \$ 1, | 144,433 | \$ | 7,144,433 |
| | Wash Co | 175th | Outlook | Horse Tale | standard | \$ | 6,000,000 | 25% | | | · ., | 500,000 | 100% | \$1,500,000 | 2025-2039 | | | \$ | - | \$ | | \$ | - |
| 1012 | Wash Co Wash Co | 185th 185th | UGB Springville | Springville West Union | Widen to 3 lanes Widen to 5 lanes | \$ | 5,000,000 5,100,000 | 100% 100% | | | Ψ 0, | 000,000 | 100% 97% | \$5,000,000 \$4,948,515 | 2025-2039 2014-2024 | | | \$ | - | \$ 5 | ,985,834 | \$ \$: | 5.985.834 |
| | Wash Co | 185th | Blanton | Farmington | Widen to 5 lanes | \$ | 12,163,000 | 100% | | | | 163,000 | 100% | \$12,163,000 | 2025-2039 | | | \$ | - | \$ 5,5 | - | \$ | - |
| | Wash Co | 185th | | Bany | Widen to 3 lanes | \$ | 14,522,370 | 100% | | | | 522,370 | 100% | \$14,522,370 | 2025-2039 | | \$ 34,288 | \$ | - | \$ | 120,946 | \$ | 120,946 |
| 1016 | Wash Co | 197th/198th | Baseline | Alexander | Add sidewalks and bike lanes; add turn lanes at appropriate | \$ | 18,000,000 | 90% | | | \$ 16. | 200,000 | 100% | \$16,200,000 | 2040+ | | | ¢ | | \$ | | \$ | |
| 1010 | Wasii Co | 197 11/19011 | Daseille | Alexander | intersections; eliminate offset | φ | 10,000,000 | 30 /0 | | | φ 10, | 200,000 | 100 /0 | \$10,200,000 | 20401 | | | φ | - | ľ | - | φ | - |
| 1017 | Wash Co | 198th | Alexander | Blanton | Widen to 5 lanes; add 2nd WB and | \$ | 10,450,000 | 100% | | | \$ 10, | 450,000 | 100% | \$10,450,000 | 2014-2024 | | \$ 3,079,857 | \$ | _ | \$ 6,0 | ,096,478 | \$ 6 | 6,096,478 |
| 1018 | Wash Co | 198th | Blanton | Farmington | EB left turn lanes on TV Hwy Widen to 3 lanes | | 27,900,000 | 100% | | - | | 900,000 | 100% | \$27,900,000 | 2014-2024 | | \$ 8,222,775 | \$ | | | | | 6,991,370 |
| | Wash Co | 205th/206th | | Baseline | Widen to 5 lanes; replace bridge | | 31,000,000 | 100% | | | | 000,000 | 100% | \$31,000,000 | 2025-2039 | | , O,LLE,110 | \$ | - | | | \$ | 409,467 |
| 1019 | ** d311 UU | 20001/20001 | Quatamid | Dasciii id | over Beaverton Creek | φ | 01,000,000 | 100% | | | ψ 31, | 550,000 | 10070 | φυ 1,000,000 | 2023-2039 | | | Ψ | | Ψ ['] | 705,407 | Ψ | +05,407 |
| | | | | _ | Widen to 5 lanes; reconstruct rail crossing and signal, add EB right | | | | | | | | | | | | | | | 1. | | | |
| 1020 | Wash Co | 209th | TV Hwy | Farmington | turn lane at TV Hwy; widen | \$ | 44,396,000 | 100% | | | \$ 44, | 396,000 | 100% | \$44,396,000 | 2014-2024 | | \$ 1,417,408 | \$ | - | \$ 5,4 | ,498,496 | \$ 5 | 5,498,496 |
| | | | | | Butternut Creek bridge | | | | | | | | | | | | | <u> </u> | | ь— | | | |
| | | | | | Add sidewalks, streetscape features, bicycle facilities, signal at | | | | | | | | | | | | | | | 1 | | | |
| 1021 | Wash Co | Alexander | 192nd | 178th | 185th Ave, turn lanes at major | \$ | 9,293,000 | 90% | | | \$ 8, | 363,700 | 100% | \$8,363,700 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | | _ | | | intersections | | | | | | <u> </u> | | | | | | | Ļ | | - | | | |
| | Wash Co | Barnes | 119th Catlin Gabel | Cedar Hills | | \$ | 4,000,000 | 100% | | | | 000,000 | 77% | \$3,072,464 | 2014-2024 | | | \$ | | \$ | | \$ | - |
| | Wash Co | Barnes | entrance | Miller | Widen to 5 lanes | \$ | 18,000,000 | 100% | | | | 000,000 | 88% | \$15,824,176 | 2014-2024 | | \$ 122,419 | \$ | - | \$ 2 | 288,593 | \$ | 288,593 |
| 1024 | Wash Co | Barnes | Miller | County line | Widen to 3 lanes | \$ | 8,800,000 | 100% | | | \$ 8, | 300,000 | 100% | \$8,800,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 1025 | Wash Co | Basalt Creek East-West | Grahams Ferry | Boones Ferry | Construct new 4/5-lane arterial | s | 30,000,000 | 100% | | | \$ 30. | 000,000 | 100% | \$30,000,000 | 2025-2039 | | | \$ | _ | s | 10,105 | s | 10,105 |
| 1020 | 11 doi: 00 | Arterial | Oranamo i on y | Boomer (in) | Construct now the family distortion | • | 00,000,000 | 10070 | | | ψ ου, | 300,000 | | | | | | Ψ | | Ľ. | 10,100 | • | |
| | Wash Co Wash Co | Beef Bend Bull Mountain | 150th | 131st OR 99W | Widen to 3 lanes Widen to 3 lanes | | 15,000,000 34,000,000 | 100% 100% | | | | 000,000 | 100% 84% | \$15,000,000 \$28.697.248 | 2040+ 2040+ | | \$ 492,106 \$ 14,221 | | - | \$ 4 | 492,106 14.457 | \$ | 492,106 14.457 |
| 1027 | wasn co | Buil Mountain | Roy Rogers | OR 99W | Add sidewalks and bike lanes; add | \$ | 34,000,000 | 100% | | | \$ 34, | 000,000 | 84% | \$28,097,248 | 2040+ | | \$ 14,221 | 2 | | , a | 14,457 | Þ | 14,457 |
| 1028 | Wash Co | Butner | Murray | Cedar Hills | turn lanes at appropriate | \$ | 12,730,247 | 90% | | | \$ 11, | 457,223 | 100% | \$11,457,223 | 2040+ | | \$ 295,815 | \$ | - | \$ 7 | 779,273 | \$ | 779,273 |
| 1020 | Wash Co | Clutter/Ridder | Grahams Ferry | Cordon Aorea | intersections Widen to 3 lanes | \$ | 2,100,000 | 40% | | | \$ | 340,000 | 100% | \$840,000 | 2025-2039 | | | • | | • | | ė | |
| | Wash Co | Cornelius Pass | Frances | | Widen to 5 lanes | s | 11.307.000 | 100% | | | | 307.000 | 100% | \$11.307.000 | 2014-2024 | | \$ 1.144.250 | s | 528 | \$ 2.8 | .862.010 | \$ 2 | 2.862.538 |
| | | • | | TV Highway | | * | ,, | | | | | , , , , , , | | | | | \$ 1,144,250 | | 528 | | ,,. | | ,, |
| | Wash Co | Cornell | US 26 143rd / Science | Murray | Widen to 5 lanes | \$ | 40,620,000 | 100% | | | , | 520,000 | 100% | \$40,620,000 | 2025-2039 | | | \$ | | \$ 1,2 | ,210,641 | - | 1,210,641 |
| 1032 | Wash Co | Cornell | Park | | Reconfigure intersection | \$ | 12,400,000 | 100% | | | | 400,000 | 100% | \$12,400,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 1033 | Wash Co | Cornell | 102nd Wilsonville city | County line | Widen to 3 lanes Widen to 3 lanes, add turn pockets | \$ | 18,000,000 | 100% | | | \$ 18, | 000,000 | 100% | \$18,000,000 | 2040+ | | | \$ | - | \$ | - | \$ | - |
| 1034 | Wash Co | Elligsen | limit | 65th | & signal at 65th | \$ | 5,000,000 | 60% | | | \$ 3, | 000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Wash Co | | | | Multi-modal improvements | \$ | 1,800,000 | 100% | | | | 300,000 | 100% | \$1,800,000 | 2008-2017 | | | \$ | - | \$ | 679 | \$ | 679 |
| | Wash Co Wash Co | Farmington Farmington | 209th 185th | 185th Kinnaman | Widen to 5 lanes Widen to 5 lanes | \$ | 42,000,000 27,299,000 | 100% 100% | | | | 000,000 299,000 | 85% 99% | \$35,853,659 \$26,944,468 | 2025-2039 2025-2039 | | | \$ | - | \$ | | \$ | - |
| 1007 | ** a311 OU | amington | 10001 | milaman | Add sidewalks and bike lanes; add | φ | 21,233,000 | 100% | | | φ 21, | 200,000 | 33 /0 | ψ ∠ υ, 344 ,400 | 2020-2039 | | | Ψ | | | - | φ | |
| 1038 | Wash Co | Fischer | 131st | OR 99W | turn lanes at appropriate | \$ | 4,580,000 | 90% | | | \$ 4, | 122,000 | 100% | \$4,122,000 | 2025-2039 | | | \$ | 472,713 | \$ 2,4 | ,443,770 | \$ 2 | 2,916,483 |
| 1030 | Wash Co | Garden Home | 92nd | Oleson | intersections Widen to 3 lanes | s | 9,000,000 | 100% | | | \$ 9. | 000,000 | 100% | \$9,000,000 | 2025-2039 | | | \$ | | \$ | - | \$ | |
| 1040 | Wash Co | Germantown | Cornelius Pass | 0.03011 | Intersection improvement | \$ | 3,000,000 | 100% | | | | 000,000 | 100% | \$3,000,000 | 2025-2039 | \$ 1,309,042 | \$ 1,254 | \$ 1, | ,309,042 | \$ | 270,041 | \$ 1 | 1,579,083 |
| | Wash Co | Germantown | 185th | ļ | Intersection improvement | \$ | 3,000,000 | 100% | | | | 000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ | - | \$ | - 1 | \$ | - |
| 1042 | | Glencoe/1st | Harewood | Jackson | Widen to 3 lanes Widen to 3 lanes; add signal and | \$ | 10,700,000 | 100% | | - | | 700,000 | 100% | \$10,700,000 | 2025-2039 | | | \$ | | \$ | | \$ | |
| 1043 | Wash Co | Grahams Ferry | Helenius | Clay | improve geometry at Tonquin Rd | \$ | 11,100,000 | 100% | | | \$ 11, | 100,000 | 100% | \$11,100,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 4044 | W 0 | C | O-h-li- | Ot " | Widen to 3 lanes; upgrade railroad | • | 0.700.00 | 1000 | | | | 700.000 | 4000/ | #0.700.000 | 0005 0005 | | _ | • | | • | | • | |
| 1044 | Wash Co | Grahams Ferry | Cahalin | County line | crossing; add signal at Clutter Rd | \$ | 9,700,000 | 100% | | | \$ 9, | 700,000 | 100% | \$9,700,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Wash Co | Greenburg | Hall | Locust | Widen to 5 lanes | \$ | 23,019,501 | 100% | | | | 019,501 | 93% | \$21,445,518 | 2025-2039 | | | \$ | - | \$ | | \$ | - |
| | rraon oo | Hall Hall | Scholls Ferry | Oleson | Tridon to Cidiloo | \$ | 2,401,000 | 100% | | | | 401,000 | 100% | \$2,401,000 | 2025-2039 | | | \$ | - | \$ |] | \$ | - |
| | Wash Co | Hall Hall | Oleson OR 99W | OR 99W Durham | | | 13,800,000 42,500,000 | 100% 100% | | - | | 300,000 500,000 | 95% 92% | \$13,164,474 \$39,022,727 | 2025-2039 2025-2039 | | | \$ | - | \$ | | \$ | - |
| | Wash Co | maii | | | | | | | | | | | | | | | | | | | | • | |
| 1048 | Wash Co Wash Co | Jenkins | | Murray | Widen to 5 lanes | \$ | 15,530,000 | 100% | | | \$ 15, | 530,000 | 79% | \$12,253,028 | 2014-2024 | | \$ 9,132,810 | \$ | - | \$ 13,0 | ,008,442 | \$ 13 | 3,008,442 |
| 1048 1049 | | | | | Widen to 5 lanes Add sidewalks and bike lanes; add turn lanes at appropriate | | 15,530,000 24,333,000 | 100% 90% | | | , , | 30,000 | 79% 100% | \$12,253,028 \$21,899,700 | 2014-2024 | \$ 1,375,902 | \$ 9,132,810 | | | \$ 13,0 | | | 1,691,884 |

| | | | | | | | | | | | | | | | T | ı | ı | |
|---------------|--------------------|------------------------------|---------------------------|--------------------------|---|--------------------------------|----------------------------|-------------------|--|--------------------------|---------------------|---|--------------------------|--------------|-------------------------|--------------|-------------------------------|-------------------------------|
| | | | | | | | Proportion of | Other | Other | | | | Estimated | | | | | |
| D14 | | | | | | Decises Cost | Project | Primary | Primary | Finite Cons | | Fligible SDC | Project | | | TDT 2009- | Other Frankins | Total TDT and |
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Related to Capacity (%) | Funding Source | Funding Revenue | Eligible Capac Amount | ity Growth Share | Amount | Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | Present | Other Funding 2009-Present | other funding 2009-Present |
| | | , | | | Add sidewalks and bike lanes; add | (- // | - 1)() | | | | | | | | J | | | |
| 1051 | Wash Co | Johnson | 185th | 170th | turn lanes at appropriate | \$ 14,027,000 | 95% | | | \$ 13,325, | 550 1009 | % \$13,325,650 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | | | | intersections; complete missing section over drainage | | | | | | | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | , | · |
| 1052 | Wash Co | Kaiser/143rd | Bethany | Cornell | Widen to 3 lanes | \$ 38,357,000 | 100% | | | \$ 38,357, | 000 1009 | % \$38,357,000 | 2025-2039 | | | \$ - | \$ 108,459 | \$ 108,459 |
| 1050 | | 10 | 00011 | | Add sidewalks and bike lanes; add | | 000/ | | | | 400/ | *********** | 0005 0000 | | | | | |
| 1053 | Wash Co | Kinnaman | 209th | Farmington | turn lanes at appropriate intersections | \$ 26,810,000 | 90% | | | \$ 24,129, | 1009 | % \$24,129,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1054 | Wash Co | Kinnaman | 198th | | Realign offset intersection, | \$ 4,971,000 | 100% | | | \$ 4,971. | 000 1009 | % \$4,971,000 | 2014-2024 | 1 | | \$ - | s - | ¢ |
| 1034 | Wasii Co | Killiaman | 19001 | | signalize or add roundabout | 4,971,000 | 100 70 | | | Ψ 4,571, | 100 | νο φ4,971,000 | 2014-2024 | | | Ψ - | Ψ - | y - |
| 1055 | Wash Co | Laidlaw | Skycrest | Lakeview | Straighten curves; add sidewalks and bike lanes: add turn lanes at | \$ 10,000,000 | 90% | | | \$ 9,000. | 000 1009 | % \$9,000,000 | 2025-2039 | | | s - | \$ - | s - |
| | | | , | | appropriate intersections | | | | | 7 2,555 | | *************************************** | | | | Ť | Ť | Ť |
| 1056 | Wash Co | Laidlaw | Saltzman | County line | Add sidewalks and bike lanes; add | \$ 22,000,000 | 90% | | | \$ 19,800. | 000 1009 | 6 \$19,800,000 | 2025-2039 | | \$ 106,309 | \$ - | \$ 106,309 | \$ 106,309 |
| 1056 | wash Co | Laidiaw | Salizman | County line | turn lanes at appropriate intersections | \$ 22,000,000 | 90% | | | \$ 19,800, | 100% | \$19,800,000 | 2025-2039 | | \$ 106,309 | \$ - | \$ 100,309 | \$ 106,309 |
| | | Leahy/90th/ | | | Add sidewalks and bike lanes; add | | | | | | | | | | | | | |
| 1057 | Wash Co | 107th | Cornell | Barnes | turn lanes at Cornell and at Barnes | \$ 10,000,000 | 90% | | | \$ 9,000 | 1009 | % \$9,000,000 | 2040+ | | | \$ - | \$ - | \$ - |
| | | | | | Add sidewalks and bike lanes; add | | | | | | | | | - | | | | |
| 1058 | Wash Co | McDaniel | 119th | County line | turn lanes at appropriate | \$ 21,000,000 | 90% | | | \$ 18,900, | 1009 | % \$18,900,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1050 | Wash Co | Merlo | 170th | MAX Light Rail | intersections Widen to 5 lanes | \$ 16,635,000 | 100% | | | \$ 16,635. | 000 1009 | % \$ 16,635,00 | 0 2014-2024 | | | \$ - | \$ 1,292,697 | \$ 1,292,697 |
| 1005 | Wasii Co | ivierio | 17001 | WAX LIGHT Naii | Add sidewalks and bike lanes; add | φ 10,033,000 | 10070 | | | φ 10,033, | 100 | 70 \$ 10,033,00 | 2014-2024 | † | | Ψ - | φ 1,292,091 | ÿ 1,292,091 |
| 1060 | Wash Co | Miller Hill | Farmington | Gassner | turn lanes at appropriate | \$ 9,000,000 | 90% | | | \$ 8,100, | 1009 | % \$8,100,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | | | | intersections Realign Oleson Rd and reconfigure | | | | | | _ | - | | - | | | | |
| 1061 | Wash Co | Oleson | Scholls Ferry | Fanno Creek | intersections with Scholls Ferry Rd | \$ 34,200,000 | 100% | | | \$ 34,200, | 1009 | % \$34,200,000 | 2014-2024 | | | \$ - | \$ 4,608,174 | \$ 4,608,174 |
| 4000 | | D: | | bridge | and B-H Hwy | | 4000/ | | | | 100 | 40.000.000 | 0005 0000 | | 450.077 | | 450.077 | A 450.077 |
| 1062 | Wash Co | River | Farmington | | Intersection improvement Realign 2/3-lane collector road. | \$ 3,000,000 | 100% | | | \$ 3,000, | 1009 | % \$3,000,000 | 2025-2039 | | \$ 159,877 | \$ - | \$ 159,877 | \$ 159,877 |
| 1063 | Wash Co | Saltzman | Laidlaw | Bayonne | including bridge over Bronson | \$ 11,100,000 | 100% | | | \$ 11,100, | 1009 | % \$11,100,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1001 | Wash Co | Saltzman | D | Bauer Woods | Creek Widen to 3 lanes | \$ 8,000,000 | 100% | | | \$ 8,000. | 000 1009 | % \$8,000,000 | 2025-2039 | | | ¢. | | • |
| | | | Bayonne Beaverton- | | | | | | | | | | | 1 | | \$ - | \$ - | \$ - |
| 1065 | Wash Co | Scholls Ferry | Hillsdale | Allen | Widen to 3 lanes | \$ 22,587,000 | 100% | | | \$ 22,587, | 1009 | % \$22,587,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1066 | Wash Co | Scholls Ferry | Hall | | Intersection capacity and signal improvements | \$ 2,549,139 | 100% | | | \$ 2,549, | 1009 | % \$2,549,139 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1067 | Wash Co | Scholls Ferry | OR 217 | 121st | Widen to 7 lanes | \$ 20,547,608 | 100% | | | \$ 20,547, | 08 919 | % \$18,745,186 | 2040+ | | | \$ - | \$ 1,644,864 | \$ 1,644,864 |
| 1068 | Wash Co | Scholls Ferry | Murray | | Intersection capacity and signal | \$ 1,390,440 | 100% | | | \$ 1,390, | 140 1009 | % \$1,390,440 | 2025-2039 | | | s - | s - | s - |
| | Wash Co | Springville | 185th | PCC entrance | improvements Widen to 5 lanes | \$ 11,100,000 | 100% | | | \$ 11,100, | | | 2014-2024 | | ¢ 121 3/6 | \$ 1,060,424 | \$ 10,440,282 | \$ 12,400,706 |
| | Wash Co | Springville | PCC entrance | Kaiser | | \$ 3,600,000 | 100% | | | \$ 3,600 | | | 2014-2024 | \$ 1,430,225 | | \$ 1,474,387 | | \$ 7,215,277 |
| | Wash Co | Taylors Ferry | Oleson | Washington | | \$ 4,390,000 | 100% | | | \$ 4,390, | | | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1072 | Wash Co | Thompson | Saltzman | County line | Widen to 3 lanes Widen to 3 lanes, grade separate | \$ 37,000,000 | 100% | | | \$ 37,000, | 1009 | % \$37,000,000 | 2040+ | - | \$ 332,123 | \$ - | \$ 332,123 | \$ 332,123 |
| 1073 | Wash Co | Tonquin | 124th | Grahams Ferry | at railroad, improve geometry at Grahams Ferry Rd | \$ 10,500,000 | 100% | | | \$ 10,500, | 1009 | % \$10,500,000 | 2018-2025 | | | \$ - | \$ 618 | \$ 618 |
| | | | | | | | | Willamette | | | | | | | | | | |
| 1074 | Wash Co | Tualatin- Sherwood | Langer Farms | Teton | Widen to 5 lanes | \$ 31,500,000 | 100% | Water Supply, | | \$ 31,500, | 939 | % \$29,295,000 | 2014-2024 | \$ 15,416 | \$ 1,500,055 | \$ 18,658 | \$ 3,651,523 | \$ 3,670,181 |
| | | Cherwood | | | | | | MSTIP | | | | | | | | | | |
| | | Tualatin- | | | Reconfigure intersection at Baler | | | | | | | | | | | | _ | |
| 1075 | Wash Co | Sherwood | Baler | | Way and construct north leg of intersection | \$ 1,000,000 | 100% | | | \$ 1,000, | 1009 | % \$1,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1076 | Wash Co | Walker | 194th extension | 185th | Widen to 5 lanes, right-of-way for | \$ 20,000,000 | 100% | | | \$ 20,000. | 000 1009 | % \$20,000,000 | 2025-2039 | 1 | | \$ - | s - | ¢ |
| | | | | | turn/auxiliary lanes | | | | | | | | | | 405.404 | Ф - | • | φ - |
| | Wash Co | Walker | 185th | 173rd | Widen to 5 lanes Intersection capacity and signal | \$ 13,570,000 | 100% | | | \$ 13,570, | | % \$9,277,449 | 2014-2024 | - | \$ 165,494 | \$ - | \$ 1,369,468 | \$ 1,369,468 |
| | Wash Co | Walker | 158th | | improvements | \$ 2,549,139 | 100% | | | \$ 2,549, | | | 2014-2024 | | \$ 232,275 | \$ - | \$ 2,069,312 | \$ 2,069,312 |
| | Wash Co | Walker | Murray | OR 217 | Widen to 5 lanes | \$ 33,000,000 | 100% | | | \$ 33,000, | | · +==;; | 2014-2024 | | \$ 1,626,532 | \$ - | \$ 8,544,092 | |
| | Wash Co Wash Co | West Union West Union | Cornelius Pass 185th | 185th 143rd | Widen to 5 lanes Widen to 3 lanes | \$ 26,192,000 \$ 34.870.000 | 100% | | | \$ 26,192, \$ 34.870. | | % \$26,192,000 % \$34.870.000 | 2014-2024 | 1 | \$ 23,865 \$ 212.037 | \$ - | \$ 403,309 \$ 227,281 | \$ 403,309 \$ 227,281 |
| | Wash Co | 158th | Walker | | | \$ 8,100,000 | 100% | | | \$ 8,100, | | | 2014-2024 | <u> </u> | | \$ 2,000,000 | | \$ 10,255,361 |
| 1083 | Wash Co | Murray | Walker | | Additional turn lanes and auxiliary lanes | \$ 15,000,000 | 100% | | | \$ 15,000, | 000 1009 | % \$15,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Wash Co | Thompson | Circle A | Saltzman | Realign 3-lane arterial | \$ 6,000,000 | 100% | | | \$ 6,000. | | | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1085 | Wash Co | Walker | 158th | Murray | Widen to 5 lanes | \$ 10,200,000 | 100% | | | \$ 10,200, | | % \$7,140,000 | 2014-2024 | | \$ 5,381 | \$ - | \$ 2,105,020 | \$ 2,105,020 |
| | Wash Co | Roy Rogers | Borchers | Sherwood UGB | | \$ 12,000,000 | 100% | | | \$ 12,000, | | | 2014-2025 | | | \$ - | \$ - | \$ - |
| | Wash Co Wash Co | Roy Rogers Cornelius Pass | Sherwood UGB Rosedale | Tigard UGB Farmington | Widen to 4/5 lanes New 3-lane road extension | \$ 30,000,000 \$ 31,800,000 | 100% 100% | | | \$ 30,000, \$ 31,800. | | | 2025-2039 | 1 | \$ 49.206 | \$ - \$ - | \$ 69.742 | \$ 69.742 |
| 1089 | Wash Co | Tile Flat | Scholls Ferry | Bull Mountain | New 3-lane road extension | \$ 72,900,000 | 100% | | | \$ 72,900, | 000 1009 | % \$72,900,000 | 2018-2030 | | 0,200 | \$ - | \$ - | \$ - |
| | Wash Co | Tile Flat | Bull Mountain | Beef Bend | | \$ 48,500,000 | 100% | | | \$ 48,500, | | | 2018-2030 | | | \$ - | \$ - | \$ - |
| | Wash Co Wash Co | Grabhorn Kaiser | Farmington Springville | UGB County line | Realign curves; widen to 3-lanes Widen to 3 lanes | \$ 5,300,000 \$ 12,000,000 | 100% 100% | | 1 | \$ 5,300, \$ 12,000, | | | 2025-2039 0 2018-2030 | 1 | \$ 32,090 | \$ - | \$ 32,090 | \$ 32,090 |
| | | All arterials and | | | ADA facilities (including ramps, | | | | | | | | | | | | | |
| 1093 | Wash Co | collectors | Countywide | Countywide | ,g, | \$ 10,000,000 | 100% | | | \$ 10,000 | 1009 | % \$ 10,000,00 | 0 2018-2030 | | \$ 3,140,710 | \$ - | \$ 3,715,209 | \$ 3,715,209 |
| | 1 | 1 | 1 | | equipment, etc.) | | | | 1 | 1 | | | 1 | 1 | l | | | |

| Project ID | Jurisdiction | Facility | From | То | Project | | roject Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | le Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | | T 2009- resent | Other Funding 2009-Present | ng d | otal TDT and other funding 2009-Present |
|---------------|--------------|-----------------------|---------------------------------------|---------------------------|---|------|-------------------------|--|---|--|--------|-----------------------|-----------------|------------------------|---|---------------|------------------------|-------|-------------------|----------------------------|-------|---|
| 1094 | Wash Co | Science Park Dr | Murray | Cornell | Complete streets, pedestrian crossing, safety | \$ | 7,000,000 | 100% | | | \$ | 7,000,000 | 100% | \$7,000,000 | 2019-2030 | | | \$ | - | \$ - | \$ | - |
| 1095 | Wash Co | Hall Blvd | Scholls Ferry | Nimbus | Bike lanes and sidewalks | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2019-2030 | | | \$ | - | \$ - | \$ | - |
| 1096 | Wash Co | Cornelius Pass | West Union | County line | Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ | 12,000,000 | 100% | | | \$ | 12,000,000 | 100% | \$12,000,000 | 2019-2030 | | \$ 18,439 | \$ | - | \$ 18,4 | 39 \$ | 18,439 |
| 1097 | Wash Co | Roy Rogers | Borchers | Chicken Creek | Widening, bicycle and pedestrian facilities | \$ | 20,000,000 | 100% | Willamette Water Supply, MSTIP | | \$ | 20,000,000 | 100% | \$20,000,000 | 2019-2030 | | \$ 342,445 | \$ | - | \$ 549,2 | 22 \$ | 549,222 |
| 1098 | Wash Co | Tualatin- Sherwood | Langer Farms | OR 99W | Widening, turn lanes, bike lanes | \$ | 17,000,000 | 100% | Willamette Water Supply, MSTIP | | \$ | 17,000,000 | 100% | \$17,000,000 | 2019-2030 | | \$ 1,141,766 | \$ | - | \$ 1,141,7 | 56 \$ | 1,141,766 |
| 1099 | Wash Co | Cornell | 129th | Saltzman | Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal | \$ | 1,500,000 | 100% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2020-2030 | | | | | | | |
| 1100 | Wash Co | Terman | Murray | Hocken | Widen to 3 lanes | \$ | 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | | | | | |
| 1101 | Wash Co | Shannon Pl | Light Rail Tracks | Terman | Widen to 3 lanes | \$ | 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | | | | | |
| 1102 | Wash Co | | Murray | Cedar Hills | Widen to 5 lanes | \$ | 13,000,000 | 100% | | | \$ | 13,000,000 | 100% | \$13,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Wash Co | TOTAL | | | | \$ | 1,662,108,444 | | | | \$ 1,0 | 633,742,470 | | \$1,582,485,052 | | \$ 4,130,585 | \$ 36,008,401 | \$ 8 | ,927,635 | \$ 120,825,1 | 59 \$ | 129,752,804 |
| | Wilsonville | Boones Ferry | Basalt Creek East-West Arterial | Day | Widen to 5 lanes | \$ | 1,100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 8601 | Wilsonville | Day | Grahams Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$ | 5,800,000 | 80% | | | \$ | 4,640,000 | 100% | \$4,640,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 8602 | Wilsonville | Day | Garden Acres | | Intersection improvements, roundabout, signal/lane modifications | \$ | 8,600,000 | 100% | | | \$ | 8,600,000 | 100% | \$8,600,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8603 | Wilsonville | Day | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5 | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2040+ | | | \$ | - | \$ - | \$ | - |
| 8604 | Wilsonville | Elligsen | Parkway Center | Wilsonville city limit | Widen to 3 lanes | \$ | 3,000,000 | 60% | | | \$ | 1,800,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8605 | Wilsonville | Grahams Ferry | Clay | Calahin | Widen to 3 lanes, add double southbound left turn lane at Day | \$ | 7,100,000 | 60% | | | \$ | 4,260,000 | 100% | \$4,260,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8606 | Wilsonville | Garden Acres | Day | Ridder | Widen, construct 3-lane road | \$ | 11,300,000 | 100% | | | \$ | 11,300,000 | 100% | \$11,300,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8607 | Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$ | | - 100% | | | \$ | - | 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 8608 | Wilsonville | Boones Ferry | Basalt Creek Pkwy | Day | Widen to 5 lanes | \$ | 1,200,000 | 100% | | | \$ | 1,200,000 | 100% | \$1,200,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 8609 | Wilsonville | Grahams Ferry | Basalt Creek Pkwy | Day | Widen to 3 lanes, urban upgrade | \$ | 13,200,000 | 100% | | | \$ | 13,200,000 | 100% | \$13,200,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 8610 | Wilsonville | I-5 Southbound | Elligsen/Boones Ferry | | Widen/Construct second southbound right-turn lane | \$ | 1,063,000 | 100% | | | \$ | 1,063,000 | 100% | \$1,063,000 | 2019-2025 | | | \$ | - | \$ - | | |
| 8611 | Wilsonville | Boones Ferry | 95th | | Access Management | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2019-2025 | | | | | | | |
| 8612 | Wilsonville | Java Rd | Boones Ferry | Grahams Ferry | Construct new road (Java Rd) with signal at Grahams Ferry | \$ | 1,500,000 | 100% | _ | | \$ | 1,500,000 | 100% | \$1,500,000 | 2020-2035 | _ | | | | _ | | |
| | Wilsonville | Grahams Ferry | RR Undercrossing | | Reconstruct existing railroad undercrossing to a 3-lane cross- section | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2020-2035 | | | \$ | - | \$ - | | |
| | | TOTAL | | | | \$ | 66,363,000 | | | | \$ | 61,163,000 | | \$61,163,000 | | \$ - | \$ - | \$ | - | \$ - | \$ | - |
| | TOTAL | | | | | \$ 3 | ,509,925,025 | | | | \$ 3,4 | 49,088,337 | | \$ 3,376,010,193 | | \$ 15,415,436 | \$ 76,551,657 | \$ 46 | ,957,369 | \$ 263,114,7 | 58 \$ | 310,072,127 |

Projects that are struck through have been removed from the current TDT Project List, but remain here to indicate funds spent on them.

Appendix B: TDT Transit Project List Expenditures FY 2019-20

| Project ID | Project Name and Bus Stop I | 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | TDT 2009- Present | Other Funding 2009 Present | - other | TDT and funding |
|------------|---|--|---------------------|------------------------------------|----------------------------------|----------------------------|--|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|----------------------------------|---------|-----------------|
| | 185th / | 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 | Jones Farm - South Hillsboro Bus Line Infrastructure | Shelter and stop infrastructure for new north-south bus line along Veterans Drive, Brookwood Pkwy, Century Blvd, and Alexander St (Line 41) | \$1,225,000 | 0% | \$1,225,000 | 100% | \$1,225,000 | 100% | \$1,225,000 | 58% | \$705,600 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 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 | | | s - | \$ - | \$ | - |
| 105 | Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 47) | \$2,425,000 | 0% | \$2,425,000 | 100% | \$2,425,000 | 100% | \$2,425,000 | 58% | \$1,396,800 | 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, including North Plains, Banks, and Gaston | \$3,500,000 | 20% | \$2,800,000 | 100% | \$2,800,000 | 100% | \$2,800,000 | 58% | \$1,612,800 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 109 | Tigard - Transit Stop Improvements | Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St | \$1,000,000 | 0% | \$1,000,000 | 100% | \$1,000,000 | 100% | \$1,000,000 | 58% | \$580,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 110 | Cornelius - | Upgrade transit stop amenities (shelters, seating, landing pads, route info, bike parking, lighting) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2040+ | | | \$ - | \$ - | \$ | - |
| 111 | Burnside/Cedar Hills Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 20) | \$ 1,300,000 | 0% | \$ 1,300,000 | 100% | \$ 1,300,000 | 100% | \$ 1,300,000 | 58% | \$ 754,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 112 | Cornelius Pass Road Bus Line Infrastructure | Shelter and stop infrastructure for new frequent service bus line along Cornelius Pass Road (Line 47) | \$ 400,000 | 0% | \$ 400,000 | 100% | \$ 400,000 | 100% | \$ 400,000 | 58% | \$ 232,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 113 | Baseline/Jenkins Bus Line Infrastructure | Shelter and stop infrastructure for new bus lines along Main Street, Baseline Road and Jenkins Road (Lines 40/47) | \$ 1,400,000 | 0% | \$ 1,400,000 | 100% | \$ 1,400,000 | 100% | \$ 1,400,000 | 58% | \$ 812,000 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 114 | North Hillsboro – Willow Creek Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Croeni Avenue, Jacobsen Street, Brookwood Pkwy, Shute Road, and Butler Street (Line 88) | \$ 1,150,000 | 0% | \$ 1,150,000 | 100% | \$ 1,150,000 | 100% | \$ 1,150,000 | 58% | \$ 667,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 115 | Merlo – Tigard Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Merlo Road, 170th Avenue, 155th Avenue, Beard Road, 121st Avenue, and Gaarde Street (Line 67) | \$ 1,250,000 | 0% | \$ 1,250,000 | 100% | \$ 1,250,000 | 100% | \$ 1,250,000 | 58% | \$ 725,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 116 | Progress Ridge Bus Line Infrastructure | Shelter and stop infrastructure for reroute or extension of bus lines along Scholls Ferry Road, Horizon Blvd, Murray Blvd, and Barrows Road (Lines 37/56/62) | \$ 625,000 | 0% | \$ 625,000 | 100% | \$ 625,000 | 100% | \$ 625,000 | 58% | \$ 362,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 117 | South Cooper Mountain Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Scholls Ferry Road, including bus layover in South Cooper Mountain (Line 56) | \$ 275,000 | 0% | \$ 275,000 | 100% | \$ 275,000 | 100% | \$ 275,000 | 58% | \$ 159,500 | 2018-2024 | | | \$ - | \$ - | \$ | - |
| 118 | Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Oak Street-Davis Road Allen Blvd (Line 88) | \$ 325,000 | 0% | \$ 325,000 | 100% | \$ 325,000 | 100% | \$ 325,000 | 58% | \$ 188,500 | 2025-2039 | | | s - | \$ - | \$ | - |
| 119 | Durham Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Durham Road (Line 36) | \$ 425,000 | 0% | \$ 425,000 | 100% | \$ 425,000 | 100% | \$ 425,000 | 58% | \$ 246,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 120 | 141st/Terman Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along 141st Avenue-Shannor Place and Terman Road (Line 62) | \$ 125,000 | 0% | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 121 | Bus Line | Shelter and stop infrastructure for bus line reroute along McDonald Street and Bonita Road (Line 38) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |

Appendix B: TDT Transit Project List Expenditures FY 2019-20

| 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | TDT 2009- Present | Other Funding 2009 Present | Total TDT and other funding 2009-Present |
|-----------------|--|--|---------------------|------------------------------------|----------------------------------|-------------------------|---|------------|---|-----------------------------|---|---|-----------------|------------------------------|----------------------|----------------------------------|--|
| 122 | Wilsonville Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along 95th Avenue (Line 96) | \$ 125,000 | 0% | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 123 | Sunset – Bethany Bus Line Infrastructure | Shelter and stop infrastructure for new north-south bus line along Saltzman Road and Laidlaw Road (Line 49) | \$ 825,000 | 0% | \$ 825,000 | 100% | \$ 825,000 | 100% | \$ 825,000 | 58% | \$ 478,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 124 | Walnut Street Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Walnut Street (Line 37) | \$ 350,000 | 0% | \$ 350,000 | 100% | \$ 350,000 | 100% | \$ 350,000 | 58% | \$ 203,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 125 | Oleson Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Oleson Road (Line 1) | \$ 225,000 | 0% | \$ 225,000 | 100% | \$ 225,000 | 100% | \$ 225,000 | 58% | \$ 130,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 126 | Multnomah Blvd Bus Line Infrastructure | Shelter and stop infrastructure for bus line reoute along Multnomah Blvd (Line 92) | \$ 75,000 | 0% | \$ 75,000 | 100% | \$ 75,000 | 100% | \$ 75,000 | 58% | \$ 43,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 127 | Beaverton – Sellwood Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Garden Home Road, 92nd Avenue, Allen Blvd, and Western Avenue (Line 45) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 128 | Amberglen - Beaverton Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along John Olsen Avenue, Aloclek Drive, Stucki Avenue, and Walker Road (Line 59) | \$ 1,000,000 | 0% | \$ 1,000,000 | 100% | \$ 1,000,000 | 100% | \$ 1,000,000 | 58% | \$ 580,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 129 | Basalt Creek Bus Infrastructure | Shelter and stop infrastructure for new north-south bus line along 124th Avenue Basalt Creek Parkway (or Tonquin Rd), Grahams Ferry Road, and Day Street (Line 94) | \$ 1,125,000 | 0% | \$ 1,125,000 | 100% | \$ 1,125,000 | 100% | \$ 1,125,000 | 58% | \$ 652,500 | 2025-2039 | | | \$ - | \$ - | \$ - |
| Subtotal | | | \$34,117,000 | | \$33,417,000 | | \$33,417,000 | | \$33,417,000 | | \$19,302,192 | | | | \$ - | \$ - | \$ - |
| Transit Pr | iority Treatmer | nts | | | | | | | | | | | | | \$ - | \$ - | \$ - |
| 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 | | | \$ - | \$ - | \$ - |
| 201 Subtotal | Tigard - Transit Priority | Transit signal preemption at Hall Blvd and Hwy 99W intersection | \$5,000,000 | 0% | \$5,000,000 | 100% | \$5,000,000 | 100% | \$5,000,000 | 58% | \$2,900,000 | 2014-2024 | | | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| Oubtotal | des / Transit Ce | onters | \$7,750,000 | | \$7,750,000 | | \$7,750,000 | | \$7,750,000 | 1 | \$4,484,000 | | | | \$ - | \$ - | \$ - |
| | | 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 | | | \$ - | \$ - | \$ - |
| 301 | OR 8 P&R | Cornelius - Develop OR 8 Park & Ride | \$1,700,000 | 0% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 2028-2040 | | | \$ - | \$ - | s - |
| Subtotal | | facilities at 10th and 26th Avenues | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | | \$10,340,000 | | | | ¢ . | \$ - | s - |
| | n/Bicycle Acce | ss to Transit | ψ10,100,000 | | \$10,700,000 | | ψ10,100,000 | ı | ψ10,7 00,000 | | ψ10,010,000 | | | | \$ - | \$ - | \$ - |
| | 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 | | | \$ - | \$ - | \$ - |
| | 95th Ave Ped/Bike Connection | Ped/bike pathway connecting Springcres 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 | \$ 65,470 | | \$ 2,069,914 | \$ - | \$ 2,069,914 |
| 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 | | | \$ - | \$ - | \$ - |
| 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 | \$9,450,000 | 0% | \$9,450,000 | 100% | \$9,450,000 | 90% | \$8,505,000 | 100% | \$8,505,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 406 | Bike & Rides | Enclosed, key card accessed bicycle parking at high capcity 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 | | | \$ - | \$ - | \$ - |

Appendix B: TDT Transit Project List Expenditures FY 2019-20

| 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 19-20 TDT | FY 19-20 Other Funding | TDT 200 Preser | | Other Funding 200 Present | 9- oth | tal TDT and ner funding 09-Present |
|-----------------|---|---|----------------------------------|------------------------------------|----------------------------------|----------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|-------------------|-------|---------------------------------|--------|--|
| 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 | | | \$ | - | \$ - | \$ | |
| 408 | Basalt Creek Canyon Trail | North/south trail connection within Basalt Creek making connections to east/west roadways. Includes grade separation of Basalt Creek Pkwy | \$450,000 | 0% | \$450,000 | 100% | \$450,000 | 90% | \$405,000 | 100% | \$405,000 | 2019-2029 | | | \$ | - | \$ - | \$ | - |
| 409 | I-5 Easement Trail | Trail parallel to I-5 providing north/south connection to existing bike and pedestrian facilities | \$750,000 | 0% | \$750,000 | 100% | \$750,000 | 90% | \$675,000 | 100% | \$675,000 | 2019-2029 | | | \$ | - | \$ - | \$ | - |
| Subtotal | L | | \$83,171,036 | | \$82,471,036 | | \$82,471,036 | | \$74,139,432 | | \$74,139,432 | | | | \$ 2,004 | 1,444 | \$ - | \$ | 2,004,444 |
| ransit S | stem Requiren | | | | | | | | | | 1 | | | | \$ | - | \$ - | \$ | |
| 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 maintanance 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 | | | \$ | - | \$ - | \$ | - |
| Subtotal | | | \$19,831,000 | | \$14,831,000 | | \$11,431,000 | | \$10,631,000 | | \$8,171,376 | | | | \$ | - | \$ - | \$ | |
| High Cap | acity Transit (H | CT) | | | | | | | | | | | | | \$ | - | \$ - | \$ | - |
| 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 | | | \$ | - | \$ 938,53 | \$ | 938,530 |
| 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 | | | \$ | - | \$ - | \$ | - |
| | | Capital improvements to allow future | | | _ | | | | | | | | | | | | | | |
| 605 | WES Commuter Rail Upgrades | 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 | | | \$ | - | \$ - | \$ | - |
| 605 Subtotal | Rail Upgrades | tracking (for improved frequency and span of service.) Detailed project scoping | \$250,000,000 \$1,781,000,000 | 50% | \$125,000,000 \$890,500,000 | 80% | \$100,000,000 \$650,500,000 | 100% | \$100,000,000 \$650,500,000 | 58% | \$57,600,000 \$406,488,000 | 2025-2039 | | | \$ | - | \$ - | Ť | 938,530 |

Appendix C: North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16 and again updated in each of the Fiscal Years since then. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and provide an update to the 5-year review conducted four years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2019-20.

Overview of Recommendations

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2020-21.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

| Funding Program | Expected Revenue |
|---|------------------|
| Major Streets Transportation Improvement Program (MSTIP) | \$10,000,000 |
| Transportation Development Tax (TDT) | \$21,778,574 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 |
| North Bethany Transportation System Development Charge (NBTSDC) | \$22,466,756 |
| Pre-Existing Trust & Agency | \$1,400,000 |
| TOTAL | \$69,000,000 |

Together these funding sources would provide a total of \$69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

| Project | | | Project | Total Cost |
|---------|-----------------------------------|----------------------------|------------------|--------------|
| Number | Road | Extent | Description | Estimate |
| 1 | Shackelford Rd | West Boundary to Joss | New Collector Rd | \$9,300,000 |
| 2 | Shackelford Rd | Joss to Kaiser | New Collector Rd | \$8,800,000 |
| 3 | Springville Rd | 185 th to Joss | Improvements | \$11,100,000 |
| 4 | Springville Rd | Joss to Kaiser | Improvements | \$3,600,000 |
| 5 | Springville Rd | Kaiser to Countyline | Improvements | \$0* |
| 6 | Kaiser Rd | Shackelford to Springville | Improvements | \$7,800,000 |
| 7 | 185th Ave | Springville to West Union | Improvements | \$4,500,000 |
| 8 | Shackelford | Kaiser to Countyline | Improvements | \$0* |
| 9 | Shackelford Rd | 1/2 Bridge over Rock Creek | Bridge | \$7,300,000 |
| 10 | 185 th and Springville | Realignment | Improvements | \$900,000 |
| 11 | Kaiser Rd | Springville to Bethany | Improvements | \$6,100,000 |
| 12 | Brugger Rd | Joss to Kaiser | Improvements | \$3,200,000 |
| 13 | Joss Rd | Shackelford to Arbor | Improvements | \$4,100,000 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | Improvements | \$2,300,000 |
| | | | Total | \$69,000,000 |

^{*} Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. North Bethany and the Major Streets Transportation Improvement Program (MSTIP)

On June 23, 2015 the Board of County Commissioners approved the MSTIP Bonding Cost-sharing transportation funding program to provide transportation financing for high-growth residential areas. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

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

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements — without raising property taxes — before deficient roadways become problematic. Two-thirds of the \$140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, supplemental SDCs, including the NBTSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"—trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets
 Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds
 will allow improvements to be made proactively before the deficient roadways become
 problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of \$35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance (\$7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union (\$4,000,000 in MSTIP funding)

While the total of \$11.83M in MSTIP is more than the initial \$10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at: http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

| | Projected | | Total Revenue |
|------------------------|-----------------|------------------------|--------------------------|
| Land Use Category | Number of Units | 2012 Rate ¹ | Anticipated ² |
| Single Family Detached | 1,437 | \$8,225 | \$11,819,325 |
| Single Family Attached | 1,534 | \$4,919 | \$7,545,746 |
| Multi-Family | 1,218 | \$5,381 | \$6,554,058 |
| Non-Residential | varies | varies | \$3,118,969 |
| Total ² | | | \$29,038,098 |

¹⁾ The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.

The North Bethany Funding Plan allocated **75%** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: **\$21,778,574**. Table 4 shows the estimated TDT revenue from North Bethany to date and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

| | Estimated | |
|-------------|--------------|----------------|
| Fiscal Year | TDT Revenue* | 75% Allocation |
| FY 14-15 | \$1,141,678 | \$856,258 |
| FY 15-16 | \$2,614,654 | \$1,960,990 |
| FY 16-17 | \$2,006,493 | \$1,504,870 |
| FY 17-18 | \$3,449,267 | \$2,586,950 |
| FY 18-19 | \$1,762,068 | \$1,321,551 |
| FY 19-20 | \$452,863 | \$339,648 |
| Total | \$11,427,023 | \$8,570,267 |

^{*} Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

TDT fund expenditures and TDT Credits issued in North Bethany total \$4,164,897 (see Table 12, later in report, and appendix).

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits and TDT funds already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in \$4,405,370 (\$8,570,267 estimated revenue - \$4,164,897 expenditures) in estimated available TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

²⁾ As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

3. North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of \$1.25 per/\$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

| Fiscal Year | Total Assessed | Service District | Service District | Running Total |
|-------------|----------------|------------------|------------------|---------------|
| | Valuation | Revenue | Expenditures | |
| FY 11-12 | \$26,240,000 | \$47,519 | \$0 | \$47,519 |
| FY 12-13 | \$26,270,000 | \$31,849 | \$0 | \$79,368 |
| FY 13-14 | \$28,180,000 | \$35,728 | \$0 | \$115,096 |
| FY 14-15 | \$43,790,000 | \$73,029 | \$0 | \$188,125 |
| FY 15-16 | \$80,730,000 | \$101,655 | \$0 | \$289,780 |
| FY 16-17 | \$200,830,000 | \$251,373 | \$0 | \$541,153 |
| FY 17-18 | \$340,160,000 | \$416,805 | \$277,203 | \$680,755 |
| FY 18-19 | \$474,360,000 | \$603,234 | \$314,362 | \$969,627 |
| FY 19-20* | \$622,006,788 | \$752,024 | \$1,264,513 | \$457,138 |
| Total | | \$2,313,216 | \$1,856,078 | |

^{*} Fund combined with NBTSDC and North Bethany Share of TDT

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan from MSTIP

One project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the MSTIP program to the County Service District. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

4. North Bethany Transportation System Development Charge

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.

Revenue

Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2019 through June 2020 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 6: North Bethany TSDC Revenue Receipts by Month

| Month | Revenue | Interest Earned | Month Total |
|----------------|-----------|-----------------|-------------|
| July 2019 | \$6,560 | -\$35,322 | -\$28,762 |
| August 2019 | \$72,581 | \$10,389 | \$82,970 |
| September 2019 | \$110,180 | \$10,634 | \$120,814 |
| October 2019 | \$40,383 | \$10,968 | \$51,351 |
| November 2019 | -\$53,859 | \$10,463 | -\$43,396 |
| December 2019 | \$26,596 | \$10,781 | \$37,377 |
| January 2020 | \$65,430 | \$10,747 | \$76,177 |
| February 2020 | \$32,800 | \$10,580 | \$43,380 |
| March 2020 | \$6,757 | \$10,126 | \$16,883 |
| April 2020 | \$20,271 | \$10,699 | \$30,970 |
| May 2020 | \$0 | \$10,187 | \$10,187 |
| June 2020 | \$13,514 | \$9,823 | \$23,337 |
| Total | \$341,213 | \$80,078 | \$421,291 |

Figure 1 displays the revenue receipts and interest earned by month.

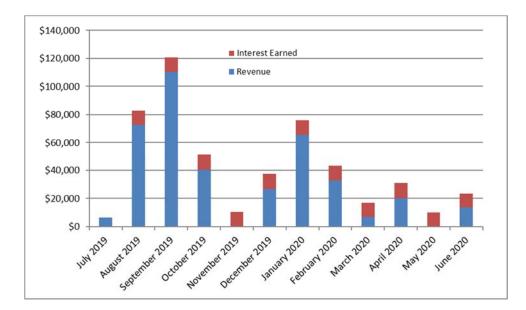


Figure 1: Revenue Receipts by Month

Expenditures

Table 7 summarizes the expenditures by month from the NBTSDC account during the July 2019 through June 2020 fiscal year. The expenditures include administration and other costs, including quarterly credit card charges.

Table 7: Expenditures by Month

| Month | Administration | Other | Month Total |
|----------------|----------------|-------------|-------------|
| July 2019 | \$2,243 | \$0 | \$2,243 |
| August 2019 | \$6,654 | \$0 | \$6,654 |
| September 2019 | \$6,027 | \$0 | \$6,027 |
| October 2019 | \$2,243 | \$0 | \$2,243 |
| November 2019 | \$6,661 | \$0 | \$6,661 |
| December 2019 | \$3,618 | \$0 | \$3,618 |
| January 2020 | \$2,243 | \$0 | \$2,243 |
| February 2020 | \$6,654 | \$0 | \$6,654 |
| March 2020 | \$4,620 | \$0 | \$4,620 |
| April 2020 | \$2,243 | \$0 | \$2,243 |
| May 2020 | \$6,654 | \$0 | \$6,654 |
| June 2020 | \$2,970 | \$6,000,000 | \$6,002,970 |
| Total | \$52,829 | \$6,000,000 | \$6,052,829 |

North Bethany Transportation System Development Charge 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 8 shows the NBTSDC credits issued through June 30, 2019.

Table 8: North Bethany Transportation System Development Charge Credits*

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 19-20 | Credit Remaining on 6/30/19 | Notes |
|------------------|---|-------------------------------|--------------------------------------|--|---------------|--|--------------------------------------|--|
| NB14-01 | NW 160 th : Springville to Brugger | West Hills Developm ent | North Bethany Creek | \$180,397 | 10/23/14 | \$180,397 Transfer to NB14-01A | \$0 | Entire amount transferred to NB14- 01A |
| NB14-01A | From NB14-01 | DR Horton | | Transfer from NB14-01 \$180,397 | 12/30/14 | \$180,397 | \$0 | |
| NB14-02 | Brugger & ROW dedication | West Hills Developm ent | North Bethany Creek | \$77,822 | 11/24/14 | \$77,822 Transfer to NB14-01A | \$0 | Entire amount transferred to NB14- 02A |
| NB14-02A | From NB14-02 | DR Horton | | Transfer from NB14-01 \$77,822 | 12/30/14 | \$77,822 | \$0 | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | \$400,253 | 11/20/15 | \$397,345 | \$2,908 | |
| NB15-002 | Shackelford Rd | DR Horton | Bethany Commons at Abbey Creek | \$114,490 | 12/9/15 | \$114,490 | \$0 | |
| NB15-003 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek | \$71,870 | 12/9/15 | \$44,413 used \$27,457 Transfer to NB15-003A | \$0 | \$27,457 transferred to NB15- 003A |

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 19-20 | Credit Remaining on 6/30/19 | Notes |
|------------------|-------------------------------|-----------|---|--|---------------|--|--------------------------------------|--|
| NB15-003A | From NB15-003 | DR Horton | Meadows at Abbey Creek | Transfer from NB15-003 \$27,457 | 4/22/16 | \$27,457 | \$0 | |
| NB16-001 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek #2 | \$62,000 | 3/15/16 | \$61,130 used \$870 Transfer to NB16-00A | \$0 | \$870 transferred to NB16- 001A |
| NB16-001A | From NB16-001 | DR Horton | Meadows at Abbey Creek | Transferred from NB16-001 \$870 | 4/21/16 | \$870 | \$0 | |
| NB16-002 | Brugger Rd & Joss Rd | DR Horton | Bethany Abbey Meadows | \$31,360 | 4/15/16 | \$31,360 | \$0 | |
| NB-007 | Shackelford Rd | DR Horton | Grace Hollow & Grace Hollow #2 | \$450,547 | 9/2/16 | \$183,886 | \$0 | \$266,661 transferred to NB-007A |
| NB-007A | Shackelford Rd | DR Horton | Bethany Abbey Meadows | Transferred from NB- 007 \$266,661 | 10/26/16 | \$266,661 | \$0 | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | | | \$2,908 | \$0 | |
| NB16-004 | Shackelford Rd | DR Horton | Bethany Abbey Heights No. 2 | \$179,530 | 8/15/16 | \$178,145 | \$1,385 | |
| NB16-003 | Shackelford Rd | DR Horton | Bethany Creek Falls No. 2 Row Houses | \$185,193 | 8/12/16 | \$185,193 | \$0 | |
| NB16-006 | Kaiser Rd & Springville Rd | Noyes | Crossing at North Bethany | \$177,795 | 8/31/16 | \$177,795 Transfer to NB16-006A | \$0 | \$177,795 Transferred to NB16- 006A |
| NB16-006A | Kaiser Rd & Springville Rd | Noyes | Highlands at North Bethany | Transferred from NB16-006 \$177,795 | 10/19/16 | \$177,795 | \$0 | |
| NB16-008 | Brugger Rd | DR Horton | Bethany Abbey Meadows No. 2 – Brugger Rd | \$74,727 | 12/13/16 | \$74,727 | \$0 | |
| NB16-009 | Shackelford Rd | DR Horton | Bethany Abbey Meadows No. 2 – Shackelford Rd | \$62,999 | 12/13/16 | \$18,828 | \$44,171 | |
| NB16-004 | Shackelford Rd | DR Horton | Bethany Abbey Heights No.2 | | 9/02/16 | \$1,385 | \$0 | |
| NB16-009 | Shackelford Rd | DR Horton | Bethany Abbey Meadows No.2 | | 12/13/16 | \$44,171 | \$0 | |
| NB17-001 | Shackelford Rd | Noyes | Highlands at North Bethany | \$133,968 | 2/2/18 | \$133,968 | \$0 | |
| NB18-001 | Kaiser Rd & Brugger Rd | DR Horton | North Bethany Commons | \$310,681 | 3/8/18 | \$85,844 Transfer to NB18-001A | \$140,472 | \$84,365 Transferred to NB18-001A |
| NB18-001A | Kaiser Rd & Brugger Rd | DR Horton | Bethany Abbey Meadows No.2 | Transferred from NB18-001 \$84,365 | 3/14/18 | \$84,365 | \$0 | Transferred from NB18-001 |
| NB18-002 | Brugger Rd | DR Horton | Orchards at | \$304,491 | 12/13/18 | \$297,931 | \$6,561 | |

| Credit Number | Improvement | Property | Name of Development Abbey Creek | Credit Amount Issued | Issue Date | Credit Used in FY 19-20 | Credit Remaining on 6/30/19 | Notes |
|------------------|---------------------------|---------------------------------|---------------------------------------|---|---------------|-------------------------------|--------------------------------------|--|
| NB18-003 | Brugger Rd | DR Horton | Vineyards at Abbey Creek | \$136,578 | 12/13/18 | \$134,048 | \$0 | \$2,530 Transferred to NB18- 003A |
| NB18-003A | Brugger Rd | DR Horton | North Bethany Commons | \$2,530 Transferred from NB18- 003 | 12/17/17 | | \$2,530 | |
| NB18-004 | Brugger Rd | DR Horton | Abbey Crest | \$132,561 | 12/13/18 | \$132,561 | \$0 | |
| NB18-005 | Brugger Rd | DR Horton | Abbey Ridge | \$19,680 | 12/13/18 | \$19,116 | \$0 | \$564 Transferred to NB 18- 005A |
| NB18-005A | Brugger Rd | DR Horton | North Bethany Commons | \$564 Transferred from NB18- 005 | 6/19/19 | | \$564 | |
| NB19-001 | Kaiser Rd | Beaverton School District | BSD Kaiser K5 Elementary | \$83,874 | 5/3/19 | \$83,874 | \$0 | |
| NB19-002 | Kaiser Rd | Polygon WLH | Bethany Creek Park | \$134,171 | 4/25/19 | \$134,171 | \$0 | \$134,171 Transferred to NB19- 002A |
| NB19-002A | Kaiser Rd | Polygon WLH | Ridgeline 1, 2 and 3 | \$134,171 Transferred from NB19- 002 | 5/23/19 | \$134,171 | \$0 | |
| NB19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | \$623,801 | 6/3/19 | \$19,680 | \$604,121 | \$19,680 Transferred to NB19- 003A |
| NB19-003A | Shackelford Rd | Noyes | Highlands at North Bethany | \$19,680 Transferred from NB19- 003 | 6/10/16 | \$19,680 | \$0 | |
| NB 18-001 | Kaiser Rd & Brugger Rd | DR Horton | North Bethany Commons | \$171,573 | 3/8/18 | \$33,216 | \$138,357 | |
| NB 18-002 | Brugger Rd | DR Horton | Orchards at Abbey Creek | | 12/13/18 | \$6,560 | \$0 | \$6,560 Transferred to NB18- 002A |
| NB 18-002A | Brugger Rd | DR Horton | Orchards at Abbey Creek | \$6,560 Transferred from NB 18-002 | 9/26/19 | | \$6,560 | |
| NB 18-003A | Brugger Rd | DR Horton | North Bethany Commons | | | | \$2,530 | |
| NB 18-005A | Brugger Rd | DR Horton | North Bethany Commons | | | | \$564 | |
| NB 19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | | 6/3/19 | \$188,605 | \$415,516 | |
| | -20 Total | | , | \$0 | | \$221,821 | \$563,527 | |
| | through FY 19-20) | | | \$4,731,042 | | \$3,391,823 | \$1,348,875 | |

^{*} Credits from prior fiscal years are shown in gray.

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.

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. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 9. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by accounting. The revenue, interest and credits issued result in **\$12,304,402** in total activity from the North Bethany Transportation System Charge through June 30, 2020.

Table 9: NBTSDC Total Activity (Revenue plus Credits Issued)

| | | / (| | |
|-------------|----------------|-----------------|----------------|-----------------------|
| Fiscal Year | NBTSDC Revenue | Interest Earned | Credits Issued | Total Activity |
| FY 2014-15 | \$867,675 | | \$258,219 | \$1,125,894 |
| FY 2015-16 | \$1,987,137 | \$14,069 | \$679,973 | \$2,681,179 |
| FY 2016-17 | \$1,512,326 | \$9,811 | \$1,130,791 | \$2,652,928 |
| FY 2017-18 | \$2,598,573 | \$50,885 | \$444,649 | \$3,094,107 |
| FY 2018-19 | \$1,327,488 | \$166,764 | \$1,435,156 | \$2,929,408 |
| FY 2019-20 | \$341,213 | \$80,078 | \$0 | \$424,385 |
| Total | \$8,280,849 | \$74,765 | \$3,948,788 | \$12,304,402 |

North Bethany Funding Plan Revenue Source Summary

Table 10 summarizes the North Bethany Funding programs through June 30, 2020.

Table 10: Summary of North Bethany Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2020 ¹ |
|---|-----------------------------|---|
| Major Streets Transportation Improvement Program (MSTIP)* | \$10,000,000 | \$10,000,000 |
| Transportation Development Tax (TDT)** | \$21,778,574 | \$8,570,267 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 | \$2,313,216 |
| North Bethany Transportation System Development Charge (NBTSDC - includes credits issued) | \$22,466,756 | \$12,304,402 |
| Pre-Existing Trust & Agency | \$1,400,000 | \$1,400,000 |
| Total | \$69,000,000 | \$34,587,885 |

¹⁾ Includes revenue plus interest and credits

Review of North Bethany Development

Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved.

^{*} Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

^{**} Estimated from NBTSDC receipts plus credits

Construction within these approved developments has begun and over 1,900 units have been issued permits or final approval prior to June 30, 2020.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction begins. This is due to the fact that some TDT (or NBTSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBTSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2020.

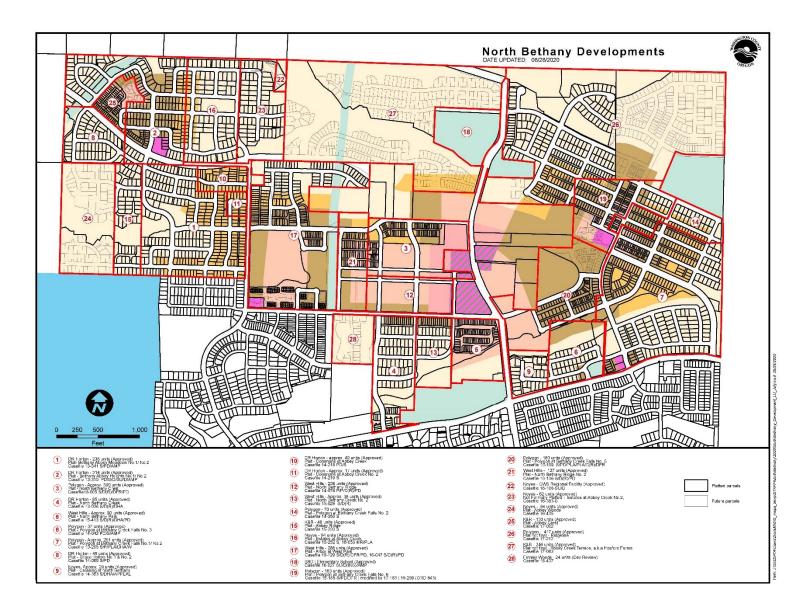


Figure 2: Development as of June 30, 2020

North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 11 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2020.

Table 11: Residential Development

| Unit Type | Units Expected in Funding Plan | Units Approved, June 30, 2020 | Units Permitted or Final, June 30, 2020 |
|------------------------|-----------------------------------|----------------------------------|--|
| Single Family Detached | 1,437 | 2,862* (96%) | 1,215 (85%) |
| Single Family Attached | 1,534 | 2,002 (3070) | 296 (19%) |
| Multifamily | 1,218 | 790** (65%) | 437 (36%) |
| Total | 4,189 | 3,682 (88%) | 1,948 (47%) |

^{*}Single Family residential approvals are not distinguished between attached and detached structures

Approximately 88% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 90% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 10% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2020 one capital project had been completed and credits had been issued for parts of several other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 12 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2020 and Figure 3 shows the same roadway improvements in a map form.

Table 12: North Bethany Road Project Analysis

| Project Number Road Extent Estimate Complete* Investment** Funding TDT15-06 TDT15-002 TD | | | Table 12: North | Jethany Road | rioject Analy | 313 | |
|--|---------|-----------------------|---------------------------|-------------------|---------------|-----------------------|----------------|
| Number Road Extent Estimate Complete* Investment** Funding TDT15-05 TDT15-05 TDT15-05 TDT15-05 TDT15-05 TDT15-05 TDT15-05 TDT15-05 TDT15-05 TDT15-05 TDT15-06 TDT15-001 TDT10-07 TDT19-07 TDT19-07 TDT19-07 TDT19-08 TDT1 TDT19-08 TDT1 TDT19-08 | | | | | | | Credit |
| Project Number Road Extent Estimate Complete Investment** Funding Fu | | | | | | | Vouchers |
| Number Road | | | | | | | Issued/ |
| Shackelford Rd | Project | | | Total Cost | Percent | | Other |
| Shackelford Rd | - | Road | Extent | Estimate | Complete* | Investment** | Funding |
| Shackelford Rd | | | | | | | |
| Shackelford Rd | | | | | | | |
| Shackelford Rd | | | | | | | NB15-001 |
| NB-004 NB-005 NB-007 N | 4 | Charlettand Dd | West Boundary | ¢0.200.000 | 4.50/ | Ć4 400 F40 | NB15-002 |
| NB16-009 NB17-001 | 1 | Snackeitora ka | to Joss | \$9,300,000 | 16% | \$1,490,540 | NB-007 |
| NB17-001 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-003 NB19-001 | | | | | | | NB16-004 |
| Shackelford Rd | | | | | | | NB16-009 |
| 2 | | | | | | | NB17-001 |
| TDT19-08 TDT TDT TDT MSTIP 3d-HG NB Co Svc Dist URMD Springville Rd Joss to Kaiser \$3,600,000 25% \$886,686 URMD Safety NB Co Svc Dist URMD Safety Safety URMD Safety Safety Safety URMD Safety Safety Safety URMD Safety Safety Safety URMD Safety | | | | | | | NB19-003 |
| Springville Rd | 2 | Shackelford Rd | Joss to Kaiser | \$8,800,000 | 4% | \$359,757 | TDT19-07 |
| Springville Rd | | | | | | | TDT19-08 |
| Springville Rd 185" to Joss \$11,100,000 90% \$9,996,031 NB Co Svc Dist URMD | | | | | | | |
| NB Co SVC Dist URMD TDT14-04 | 3 | Springville Rd | 185 th to loss | \$11 100 000 | 90% | \$9 996 031 | |
| Springville Rd | 3 | Springville Nu | 103 (0 1033 | 711,100,000 | 3070 | \$3,330,031 | |
| 4 Springville Rd Joss to Kaiser \$3,600,000 25% \$886,686 URMD Safety NB Co Svc Dist 5 Springville Rd Kaiser to Countyline \$0 NB16-006 NB18-001 NB19-001 NB19-001 NB19-001 NB19-001 NB19-001 NB19-001 NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 T | | | | | | | |
| Springville Rd | | | | | | | |
| 5 Springville Rd Kaiser to Countyline \$0 6 Kaiser Rd Shackelford to Springville \$7,800,000 17% \$1,306,585 NB16-006 NB18-001 NB19-002 NB19-002 TD118-03 TD118-03 TD119-02 TD119-05 TD119-05 TD119-05 TD119-05 TD119-07 7 185th Ave Springville to West Union West Union Shackelford \$4,500,000 40% \$1,792,652 TDT MSTIP 3d-HG TDT MSTIP 3d-HG 8 Shackelford Rd Countyline Shackelford Rd Springville \$7,300,000 Shackelford Rd Springville \$7,300,000 Shackelford Rd Springville \$7,300,000 Shackelford Rd Springville \$185th and Springville to Bethany \$6,100,000 Shackelford Rd Realignment \$900,000 Shackelford Rd Realignment \$900,000 Shackelford Rd Realignment \$900,000 Shackelford Rd Realignment \$900,000 Shackelford Rd Realignment \$900,000 Shackelford Rd Rd Realignment \$900,000 Shackelford Rd Rd Realignment \$900,000 Shackelford Rd Rd Realignment \$900,000 Shackelford Rd Rd Realignment \$900,000 Shackelford Rd Rd Realignment \$900,000 Shackelford Rd Rd Realignment \$900,000 Shackelford Rd Rd Realignment \$900,000 Shackelford Rd Rd Realignment \$900,000 Shackelford Rd Rd Rd Rd Rd Rd Rd Rd Rd Rd Rd Rd Rd | 4 | Springville Rd | Joss to Kaiser | \$3,600,000 | 25% | \$886,686 | |
| Springville Rd | | | | • | - | | NB Co Svc Dist |
| Countyline | 5 | Springville Rd | | \$0 | | | |
| 6 Kaiser Rd Shackelford to Springville \$7,800,000 17% \$1,306,585 NB18-001 NB19-002 TDT18-03 TDT19-02 TDT19-02 TDT19-05 TDT19-05 TDT19-05 TDT19-07 7 185th Ave Springville to West Union West Union \$4,500,000 40% \$1,792,652 TDT MSTIP 3d-HG 8 Shackelford Kaiser to Countyline Rock Creek Rock Creek \$7,300,000 N/A \$185,193*** NB16-003 9 Shackelford Rd Rock Creek Rock Creek \$7,300,000 \$900,000 MSTIP 3d-HG TDT 10 185th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 \$0,000 NB14-02 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | | 1 0 | Countyline | · | | | |
| 6 Kaiser Rd Shackelford to Springville \$7,800,000 17% \$1,306,585 NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 TDT19-05 TDT19-05 TDT19-07 7 185th Ave Springville to West Union West Union \$4,500,000 40% \$1,792,652 TDT MSTIP 3d-HG 8 Shackelford Kaiser to Countyline \$0 N/A \$185,193*** NB16-003 9 Shackelford Rd ½ Bridge over Rock Creek \$7,300,000 \$7,300,000 MSTIP 3d-HG TDT 10 185th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 \$0 NB14-02 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | | | | | | | |
| 6 Kaiser Rd Shackelford to Springville \$7,800,000 17% \$1,306,585 NB19-002 TDT18-03 TDT19-02 TDT19-05 TDT19-05 TDT19-07 7 185th Ave Springville to West Union \$4,500,000 40% \$1,792,652 TDT MSTIP 3d-HG 8 Shackelford Kaiser to Countyline \$0 N/A \$185,193*** NB16-003 9 Shackelford Rd ½ Bridge over Rock Creek \$7,300,000 \$7,300,000 \$900,000 MSTIP 3d-HG TDT 10 185th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 NB14-02 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | | | | | | | |
| 6 Kalser Rd Springville \$7,800,000 1/% \$1,306,585 TDT18-03 TDT19-02 TDT19-05 TDT19-05 TDT19-07 7 185th Ave Springville to West Union \$4,500,000 40% \$1,792,652 TDT MSTIP 3d-HG 8 Shackelford Kaiser to Countyline \$0 N/A \$185,193*** NB16-003 9 Shackelford Rd ½ Bridge over Rock Creek \$7,300,000 MSTIP 3d-HG TDT 10 185 th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 NB14-02 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | | | Shackalford to | | | | |
| TDT19-02 TDT19-05 TDT19-07 7 185th Ave Springville to West Union \$4,500,000 40% \$1,792,652 TDT MSTIP 3d-HG 8 Shackelford Kaiser to Countyline \$0 N/A \$185,193*** NB16-003 9 Shackelford Rd Bridge over Rock Creek \$7,300,000 10 185 th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 NB14-02 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | 6 | Kaiser Rd | | \$7,800,000 | 17% | \$1,306,585 | |
| TDT19-05 TDT19-07 TDT19-07 TDT19-07 TDT19-07 TDT19-07 TDT West Union \$4,500,000 40% \$1,792,652 MSTIP 3d-HG Raiser to Countyline \$0 N/A \$185,193*** NB16-003 Shackelford Rd Springville Neck Creek \$7,300,000 \$100% \$900,000 MSTIP 3d-HG TDT Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT TDT Realignment \$6,100,000 Springville to Bethany \$6,100,000 RB18-001 NB14-02 NB16-008 NB18-001 TDT RB18-002 | | | Springville | | | | |
| TDT19-07 7 185th Ave Springville to West Union \$4,500,000 40% \$1,792,652 TDT MSTIP 3d-HG 8 Shackelford Kaiser to Countyline \$0 N/A \$185,193*** NB16-003 9 Shackelford Rd Bridge over Rock Creek \$7,300,000 100% \$900,000 MSTIP 3d-HG 10 185th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 Realignment \$36,100,000 NB14-02 NB16-008 NB18-001 NB14-02 NB18-001 NB18-001 | | | | | | | |
| 7 185th Ave Springville to West Union West Union \$4,500,000 40% \$1,792,652 TDT MSTIP 3d-HG 8 Shackelford Kaiser to Countyline \$0 N/A \$185,193*** NB16-003 9 Shackelford Rd ½ Bridge over Rock Creek \$7,300,000 \$7,300,000 \$7,300,000 10 185th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 NB14-02 NB14-02 NB16-008 NB18-001 NB18-001 NB18-002 NB18-002 | | | | | | | |
| NSTIP 3d-HG | | | Springville to | | | | - |
| 8 Shackelford Kaiser to Countyline \$0 N/A \$185,193*** NB16-003 9 Shackelford Rd ½ Bridge over Rock Creek \$7,300,000 \$7,300,000 MSTIP 3d-HG TDT 10 \$185 th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 NB14-02 NB14-02 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | 7 | 185th Ave | · - | \$4,500,000 | 40% | \$1,792,652 | |
| 8 Shackelford Countyline \$0 N/A \$185,193*** NB16-003 9 Shackelford Rd ½ Bridge over Rock Creek \$7,300,000 \$7,300,000 MSTIP 3d-HG TDT 10 \$5pringville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 NB14-02 NB14-02 NB16-008 NB18-001 NB18-001 NB18-002 | | | | | | | |
| 9 Shackelford Rd | 8 | Shackelford | | \$0 | N/A | \$185,193*** | NB16-003 |
| 9 Shackelford Rd Rock Creek \$7,300,000 10 185 th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 NB14-02 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | , | | · | 1 | | | |
| 10 185 th and Springville Realignment \$900,000 100% \$900,000 MSTIP 3d-HG TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 NB14-02 NB16-008 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | 9 | Shackelford Rd | | \$7,300,000 | | | |
| 10 Springville Realignment \$900,000 100% \$900,000 TDT 11 Kaiser Rd Springville to Bethany \$6,100,000 NB14-02 NB16-008 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | 4.5 | 185 th and | | 4000 000 | 40224 | door 222 | MSTIP 3d-HG |
| 11 Kaiser Rd Springville to 86,100,000 NB14-02 NB16-008 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | 10 | | Realignment | \$900,000 | 100% | \$900,000 | |
| 11 Kaiser Rd Bethany \$6,100,000 NB14-02 NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | 4.4 | | Springville to | ¢C 400 000 | | | |
| NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | 11 | Kaiser Rd | • - | \$6,100,000 | | | |
| NB16-008 NB18-001 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | | | | | | | NB14-02 |
| 12 Brugger Rd Joss to Kaiser \$3,200,000 18% \$588,857 NB18-002 | | | | | | | |
| =- | | | | | | | NB18-001 |
| NP40 000 | 12 | Brugger Rd | Joss to Kaiser | \$3,200,000 | 18% | \$588,857 | NB18-002 |
| NB18-003 | | | | | | , 230,00 . | NB18-003 |
| NB18-004 | | | | | | | NB18-004 |
| NB18-005 | | | | | | | NB18-005 |

| Project Number | Road | Extent | Total Cost Estimate | Percent Complete* | Investment** | Credit Vouchers Issued/ Other Funding |
|-------------------|--------------------------------|---------------------------|------------------------|----------------------|--------------|--|
| | | | | | | TDT18-06 |
| 13 | Joss Rd | Shackelford to Arbor | \$4,100,000 | 11% | \$461,604 | NB15-003 NB16-001 NB16-002 NB18-002 NB18-003 NB18-004 |
| | | | | | | NB18-005 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | \$2,300,000 | 100% | \$2,480,397 | NB14-01 MSTIP (Loan) |
| | | Total | \$69,000,000 | 29% | \$20,263,109 | |

^{*} As of June 30, 2020. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

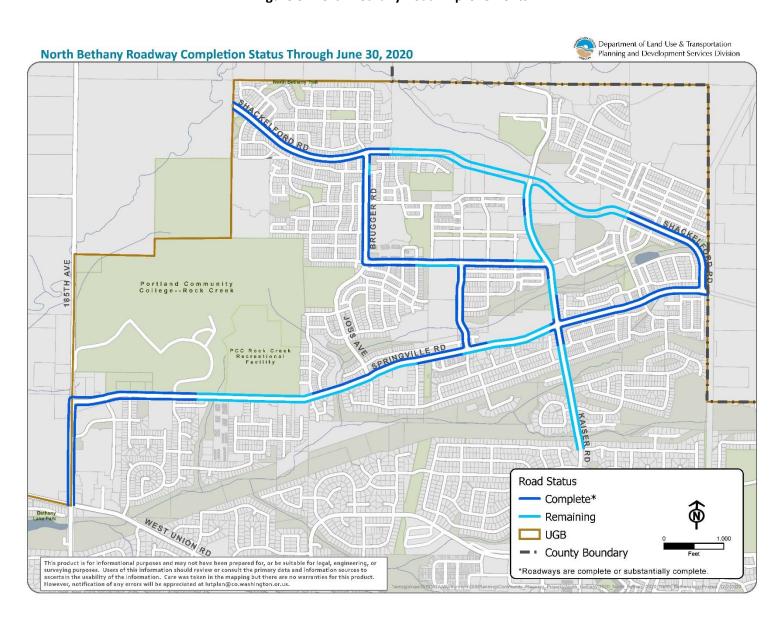


Figure 3: North Bethany Road Improvements

North Bethany Project Costs

Washington County engineering staff has been diligently working with the development community to coordinate and implement funded projects. North Bethany Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2020. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, development timing was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2020 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short-term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2020-21.

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2020-21.

| orth Beth | any Project Tracking | | | | | | | | | | | | | | | | |
|-----------|----------------------|----------------------------|---------------------|--------------|--------------|--------------|----------------|--------------|--------------|---------------------|-----------------------|---|---|---|---|--|---|
| | | | | | | Credit Iss | ued or Other F | unds Spent | | | | | | | | | |
| oject No. | Road | Extent | Total Cost Estimate | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | Cumulative Total | Cumulative Percent | 2014-15 Credit Vouchers sued/Other | 2015-16 Credit Vouchers Issued/Other | 2016-17 Credit Vouchers Issued/Other | 2017-18 Credit Vouchers Issued/Other | 2018-19 Credit Vouchers Issued/Other | 2019-20 Credit Vouchers Issued/Other |
| 1 | Shackelford Rd | West Boundary to Joss | \$9,300,000 | \$ - | \$ 720,196 | \$ 636,376 | \$ 133,968 | | | \$ 1,490,540 | 16.0% | | TDT15-05 TDT15-06 NB15-001 NB15-002 | NB-007 NB16-004 NB16-009 | NB17-001 | | |
| 2 | Shackelford Rd | Joss to Kaiser | \$8,800,000 | \$ - | | | | \$ 214,778 | \$ 144,979 | \$ 359,757 | 4.1% | | | | | NB19-003 TDT19-07 | TDT19-08 |
| 3 | Springville Rd | 185th to Joss | \$11,100,000 | \$ 118,833 | \$ 1,237,792 | \$ 2,126,937 | \$ 4,432,876 | \$ 44,162 | \$ 2,035,431 | \$ 9,996,031 | 90.1% <u>TD</u> T | Т | MSTIP 3d-HG TDT | MSTIP 3d-HG | TDT MSTIP 3d-HG NB Co Svc Dist | TDT | MSTIP 3d-HG TDT |
| | Springville Rd | Joss to Kaiser | | \$ 160,393 | | | \$ 31,932 | \$ 386,686 | \$ 307,675 | | 24.6% TDT | T14-04 | | | URMD Safety Imp | NB Co Svc Dist URMD | URMD Safety Imp |
| 5 | Springville Rd | Kaiser to Countyline | \$0 | \$ - | | | | | | \$ - | _ | | | | | NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 | |
| 6 | Kaiser Rd | Shackelford to Springville | \$7,800,000 | \$ - | | \$ 177,795 | \$ 207,325 | \$ 921,465 | | \$ 1,306,585 | 16.8% | | | NB16-006 | NB18-001 TDT | TDT19-07 | |
| 7 | 185th Ave | Springville to West Union | \$4,500,000 | \$ - | | | \$ 1,792,652 | | | \$ 1,792,652 | 39.8% | | | | MSTIP 3d-HG | | |
| 8 | Shackelford | Kaiser to Countyline | \$0 | \$ - | | \$ 185,193 | | | | \$ 185,193 | | | | NB16-003 | | | |
| 9 | Shackelford Rd | 1/2 Bridge over Rock Creek | \$7,300,000 | \$ - | | | | | | \$ - | 0.0% | | | | | | |
| 10 | 185th and Springvill | o Doolignment | \$900,000 | s - | | \$ 450,000 | ¢ 450,000 | | | \$ 900,000 | 100.0% | | | MSTIP 3d-HG TDT | MSTIP 3d-HG | | |
| | Kaiser Rd | Springville to Bethany | \$6,100,000 | | | \$ 450,000 | \$ 450,000 | | | \$ 900,000 | 0.0% | | | וטו | IVISTIP 30-HG | | |
| - 11 | Kuisei Ku | Springvine to betitally | 30,100,000 | Ţ | | | | | | , | 6.6% | | | | | NB18-002 NB18-003 NB18-004 NB18-005 | |
| 12 | Brugger Rd | Joss to Kaiser | \$3,200,000 | \$ 77,822 | | \$ 74,727 | \$ 103,356 | \$ 332,952 | | \$ 588,857 | 18.4% NB1 | - | NB15-003 NB16-001 | NB16-008 | NB18-001 | TDT18-06 | |
| 13 | Joss Rd | Shackelford to Arbor | \$4,100,000 | \$ - | \$ 165,231 | | | \$ 296,373 | | \$ 461,604 | | 14-01 STIP (Loan | NB16-002 | | | | |
| 14 | P15 / Oats / 160th | Springville to Brugger | \$2,300.000 | \$ 2,480,397 | | | | | | \$ 2,480,397 | 107.8% from | | | | | | |
| | , , | Total | | | | \$ 3,651,028 | \$ 7,152,109 | \$ 2,196,416 | \$ 2,488,085 | \$ 20,448,302 | 29.6% | | | | | | |
| | | | | | | | | | | \$ 20,263,109 | 29.4% | | | | | | |
| | | + | | | + | | | | | | | | | | + | + | |
| | | TDT Project | TDT Exp/Credits | \$ 279,226 | \$ 212,380 | \$ 769,525 | \$ 494,282 | \$ 979,259 | \$ 1,430,225 | \$ 4,164,897 | | | | | | | |
| | | Partial TDT Project | | | | | | | | | | | | | 1 | | |

Appendix D: Bonny Slope West Transportation System Development Charge Annual Report - Fiscal Year 2019-2020

Introduction

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure necessary to serve the Bonny Slope West Subarea.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2019-2020. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the Bonny Slope West Transportation System Development Charge activity during Fiscal Year 2019-20.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2019-2020 SUMMARY

| | FY 2019 – 2020 |
|---------------------------|----------------|
| Starting Balance 7/1/2019 | \$927,052 |
| Revenue | \$672,091 |
| Investment Earnings | \$19,021 |
| Expenditures | \$13,222 |
| Ending Balance 6/30/2020 | \$1,604,942 |

No credits have been issued and no projects have been completed prior to June 30, 2020.



Washington County

Department of Land Use & Transportation • Planning and Development Services

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Bonny Slope West Transportation System Development Charge Summary

Total BSWTSDC revenue activity is summarized in Table 1. It includes revenue from the charge, interest earned and credits issued. The revenue, interest and credits issued result in \$1,632,347 in total activity from the Bonny Slope West Transportation System Charge through June 30, 2020.

Table 1: BSWTSDC Total Activity (Revenue plus Credits Issued)

| Fiscal Year | BSWTSDC Revenue | Interest Earned | Credits Issued | Total Activity |
|-------------|--------------------|-----------------|----------------|----------------|
| FY 2017-18 | \$531,156 | \$2,847 | \$0 | \$534,003 |
| FY 2018-19 | \$387,023 | \$20,209 | \$0 | \$407,232 |
| FY 2019-20 | \$672,091 | \$19,020 | \$0 | \$691,112 |
| Total | \$1,590,270 | \$42,076 | \$0 | \$1,632,347 |

Total BSWTSDC expenditure activity is summarized in Table 2. It includes expenditures for administration and other costs (e.g. credit card charges, mailing). The expenditures result in \$34,703 in total activity from the Bonny Slope West Transportation System Charge through June 30, 2020.

Table 2: BSWTSDC Expenditures

| Fiscal Year | Administration | Other | Total Activity |
|-------------|----------------|----------|------------------|
| FY 2017-18 | \$4,291 | \$11,497 | \$15,788 |
| FY 2018-19 | \$1,416 | \$4,277 | \$5 <i>,</i> 693 |
| FY 2019-20 | \$10,425 | \$2,797 | \$13,222 |
| Total | \$16,132 | \$18,571 | \$34,703 |

Bonny Slope West Funding Plan Revenue Source Summary

Table 2 summarizes the Bonny Slope West Funding programs through June 30, 2020.

Table 3: Summary of Bonny Slope West Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2020 ¹ |
|---|-----------------------------|---|
| Transportation Development Tax (TDT)* | \$3,649,500 | \$1,252,629 |
| Bonny Slope West Transportation System Development Charge (BSWTSDC - includes credits issued) | \$4,635,000 | \$1,670,170 |
| Major Streets Transportation Improvement Program (MSTIP)** | \$2,665,500 | \$0 |
| Total | \$10,950,000 | \$2,922,799 |

Includes revenue plus interest and credits

Review of Bonny Slope West Development

Prior to FY 17-18, no development had occurred in the Bonny Slope West Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 360 residential units (single-family) have been approved. Construction within these

^{*} Estimated from BSWTSDC receipts plus credits

^{**} Assumes the MSTIP allocation committed to the Bonny Slope West Funding Plan

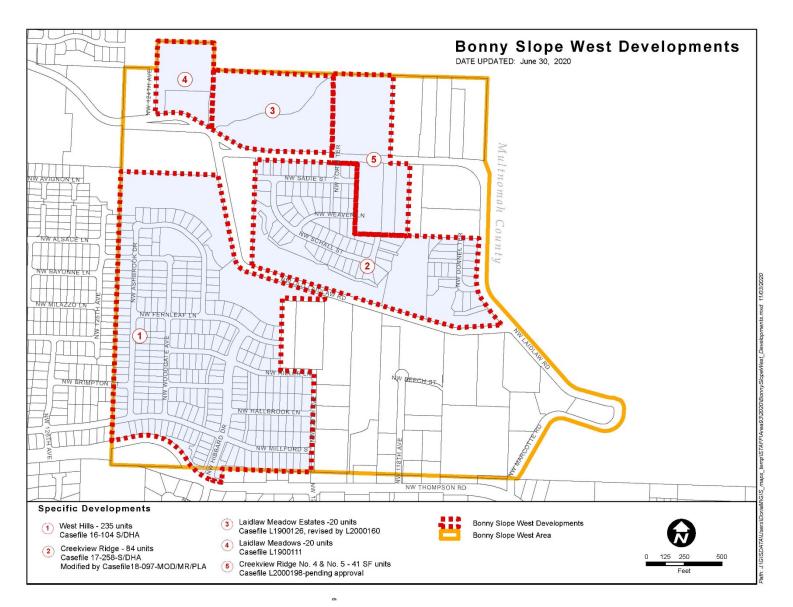
approved developments has begun and 203 units were issued permits or final approval prior to June 30, 2020.

While a significant portion of the overall residential development has been approved, contribution/payment toward the three funding programs included in the Bonny Slope West Funding Plan may not necessarily occur until development construction. This is due to the fact that TDT (or BSWSDC) fees are generally paid at time of building permit and in some cases can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and BSWSDC) at time of final building permit (or deferred to occupancy in some cases)

Figure 1, displays the land use approval status as of June 30, 2020.

Figure 1: Development as of June 30, 2019



Bonny Slope West Development Analysis

As shown in Figure 1, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the Bonny Slope West Funding Plan. Table 3 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2020.

Table 4: Residential Development

| | Units Expected in | Units Approved, | Units Permitted or |
|------------------------|-------------------|-----------------|----------------------|
| Unit Type | Funding Plan | June 30, 2020 | Final, June 30, 2020 |
| Single Family Detached | 600 | 359 (60%) | 203 (34%) |

Approximately 60% of the development expected in the Bonny Slope West Funding Plan has been approved. The development approvals also cover approximately 59% of the total Bonny Slope West Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 41% of the land area remains developable, much of the remaining developable area includes smaller parcels and lands that may have environmental or other restrictions.

Given the remaining land area available, it is expected that the units in the Bonny Slope West Plan can be reasonably achieved. It is the recommendation of this report to continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope Funding Plan.

Bonny Slope West Road Project Analysis

As of June 30, 2020 no capital projects had been completed and only one credit had been issued for a portion of the Thompson Road identified project. Table 4 shows the Bonny Slope West Road projects investment through June 30, 2020.

Table 5: Bonny Slope West Road Project Analysis

| Project Number | Road | Extent | Total Eligible Cost *** | Percent Complete* | Investment** | Credit Vouchers Issued/Other Funding |
|-------------------|-------------|--|-------------------------------|----------------------|--------------|---|
| 1 | Thompson Rd | Saltzman Rd to Marcotte Rd | \$4,000,000 | 3% | \$142,870 | TDT20-03 URMD Safety |
| 2 | Laidlaw Rd | Saltzman Rd to Marcotte Rd | \$5,400,000 | 0% | \$0 | |
| 3 | Marcotte Rd | Laidlaw Rd to Thompson Rd (ROW only) | \$350,000 | 0% | \$0 | |
| 4 | Saltzman Rd | Laidlaw Rd to Thompson Rd | \$1,200,000 | 0% | \$0 | |
| | | Total | \$10,950,000 | 1% | \$142,870 | |

^{*} As of June 30, 2020. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} Reflects total eligible project cost per Bonny Slope West ordinance project list. Overall project cost may be higher.

Bonny Slope West Project Costs

Bonny Slope West Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2020. It is the recommendation of this report to continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Project costs for Bonny Slope West roads should continue to be independently monitored. If the project costs increase faster in Bonny Slope West than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The Bonny Slope West Funding Plan assumed that development would occur in Bonny Slope West in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The Bonny Slope West Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2020 that is not included in this report. The ongoing rapid development of the Bonny Slope West Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the Bonny Slope West Funding Plan for Fiscal Year 2020-21.

This report provides three recommendations:

- 1. Continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope West Funding Plan.
- 2. Continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for Bonny Slope West roads, if the project costs increase faster in Bonny Slope West than the countywide TDT index, consider adjustments.
- 3. Update this review of the Bonny Slope West Funding Plan in Fiscal Year 2020-21.



Transportation Development Tax

Fiscal Year 2018-2019 Annual Report

July 1, 2018 through June 30, 2019

Washington County Department of Land Use & Transportation

December 2019

Board of County Commissioners

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Dick Schouten • Pam Treece • Roy Rogers • Jerry Willy

Department of Land Use & Transportation

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TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2018-2019 ANNUAL REPORT

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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 charge 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) 2018-19 (July 1, 2018 through June 30, 2019) include the following:

- Washington County and the cities collected \$18.3 million in TDT cash proceeds, a slight decrease (nine percent) from the previous fiscal year (\$20.1 million), but still showing general overall growth since TDT was adopted in 2009.
- The county and cities issued **TDT credits with a total value of \$16.1 million**, which is about two-and-a-half times the value of credits issued in FY 2018-19 (\$6.4 million).
- County and city TDT accounts collectively generated just over \$2.4 million in interest and investment income.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as "total TDT activity," was approximately \$37.2 million, a significant increase (about 26 percent) from the previous fiscal year (\$29.6 million).
- The cities and unincorporated Washington County collectively invested about \$12.6 million in TDT funds for transportation capital projects. Hillsboro invested the most TDT funds, totaling over \$5.6 million for improvements. Countywide, more than \$42 million in other revenue (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$688,000. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.
- TDT accounts across the county had a total balance of over \$120 million on June 30, 2019.

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 charge, known as the Traffic Impact Fee (TIF), passed 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. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge 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 Project List ("TDT Project List") maintained by the county, are generally 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 pre-existing 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 2018-19 several developments used the change-in-use discount, including four in Beaverton, one in Cornelius, four in Tigard, one in Hillsboro and two in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2018-19 was about \$295,000.

A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- 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.

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, remained the same.

In 2018, county staff had to adjust the Index again to account for FHWA updated NHCCI methodology and revised prior calculations based on the new procedures. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, county staff incorporated this new index into the rate adopted by the Board of Commissioners on April 17, 2018. The rate was adjusted using the new index and adopted by the Board of Commissioners on April 16, 2019.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index 2.0

| Year | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|-----------------------|------------|------------|------------|-----------|---------|-----------|-----------|
| Materials Component | | | | | | | |
| National Highway CCI | 1.6016 | 1.6130 | 1.6816 | 1.6984 | 1.6616 | 1.6752 | 1.7338 |
| % Annual Change | 6.07% | 0.71% | 4.25% | 1.00% | -2.17% | 0.82% | 3.50% |
| Ave 5-year Change | 1.02% | -0.29% | 3.14% | 3.39% | 1.97% | 0.92% | 1.48% |
| Labor Component | | | | | | | |
| BLS Employment Cost | | | | | | | |
| Index | 117.6 | 118.6 | 120.7 | 123.4 | 124.9 | 128.3 | 132.4 |
| % Annual Change | 1.03% | 0.85% | 1.77% | 2.24% | 1.22% | 2.72% | 3.20% |
| Ave 5-year Change | 1.80% | 1.35% | 1.56% | 1.67% | 1.42% | 1.76% | 2.23% |
| Right-of-Way | | | | | | | |
| Component | | | | | | | |
| Ave Total Real Market | | | | | \$ | | |
| Value | \$ 365,516 | \$ 407,690 | \$ 453,046 | \$481,670 | 530,246 | \$581,558 | \$597,302 |
| % Annual Change | -2.51% | 11.54% | 11.13% | 6.32% | 10.08% | 9.68% | 2.71% |
| Ave 5-year Change | -1.65% | -1.12% | 2.18% | 4.42% | 7.31% | 9.75% | 7.98% |
| Weighted Average | | | | | | | |
| Index | 0.721% | 0.039% | 2.474% | 2.028% | 2.875% | 2.939% | 3.005% |

<---->

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2019) was \$8,968, up from the \$8,706 charged between October 1, 2018 and June 30, 2019.

III. COUNTYWIDE FINANCIAL ANALYSIS

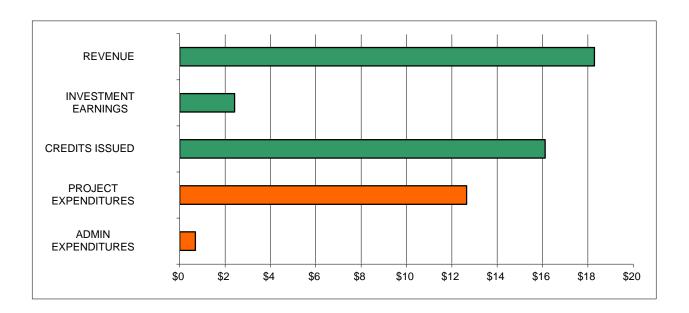
Countywide Total TDT Activity and Balance

In FY 2018-19, the county and cities collected \$18,287,709 in TDT revenue. While this represents a nine percent decrease compared to the previous fiscal year, it follows overall development activity in Washington County and continues the expected growth since the program started in 2009. County and city TDT accounts earned interest amounting to \$2,423,003. Jurisdictions issued 40 different credits totaling \$16,114,625 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$37,166,343 countywide in FY 2018-19.

Expenditures on capital projects (which may include design), totaled \$12.6 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about \$688,000. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2019 were added together for all jurisdictions across the county, the total "account balance" would be over \$120 million. 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 as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2018-19.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2018-19 (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 2018-19 should have been around \$39.03 million. Actual activity was \$36.7 million, slightly less than that expectation. Total TDT activity in FY 2018-19 was up significantly (by about 34 percent) compared to FY 2017-18, showing continued overall growth since the program started in 2009.

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 graph. During the 2018-19 fiscal year with the rates now fully phased in, the total TDT activity is consistent with expected TDT activity anticipated in 2008.

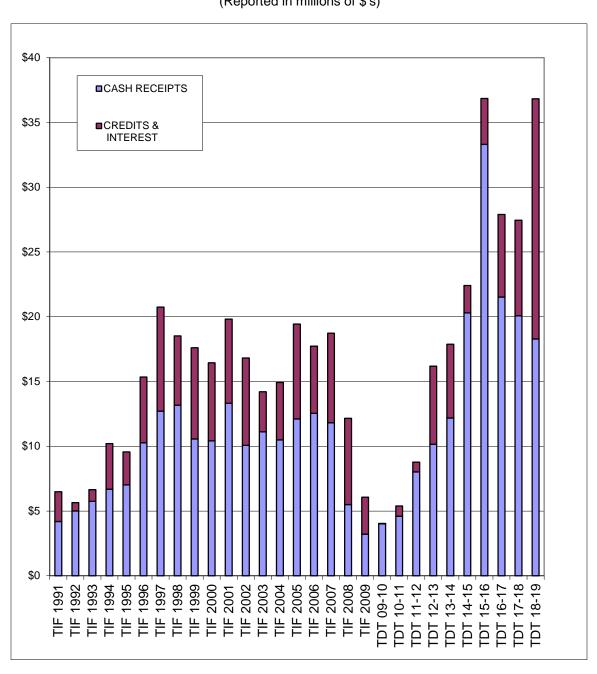
(Reported in millions of \$'s) Transportation Development Tax: FY 18-19 \$45 \$40 \$35 \$30 \$25 \$20 \$15 \$10 actual activity* expected activity** \$5 \$0 2011-12 2009-10 2010-11 2018-19 2012-13 2016-17 2015-16 *Actual Activity includes: Revenue, Credits issued and Interest ** Using NHCCI 2.0

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2018-19 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2015-16 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. FY 2018-19 was higher than FY 2017-18 and similar to the record set in FY 2015-16, remaining strong. Total TDT activity in each of the last five years has exceeded that of all pre-recession years.

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

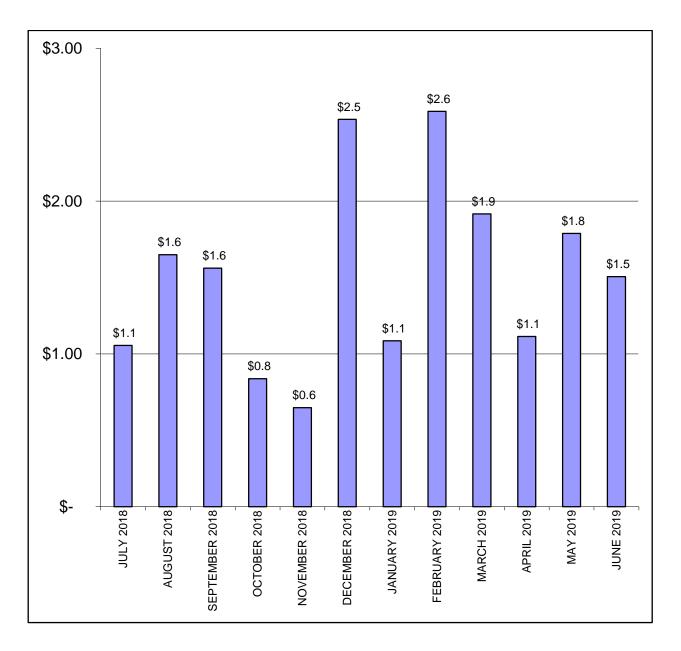


TDT Payments by Month

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 2018-19, revenue ranged from about \$650,000 in November, 2018 to about \$2.6 million in February, 2019.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2018-19

(Reported in millions of \$'s)



Interest Earned

During FY 2018-19, the countywide TDT program collected \$2,423,003 in interest and investment earnings. 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.

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 2018-19, a total of 40 separate TDT credits were issued: twelve in Hillsboro, four in Tigard, four in Beaverton, three in Sherwood, five in Cornelius, one in Forest Grove, one in North Plains, and nine in unincorporated Washington County. The 40 credits represent \$16.1 million in eligible improvements to the transportation system. Developers used about \$5.8 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 2018-19 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 2018-19, in order, were unincorporated Washington County (\$4.3 million, 24 percent of total), Hillsboro (\$3.8 million, 21 percent of total), Beaverton (\$3.5 million, 19 percent of total), Tigard (\$2.0 million, 11 percent of total) and Forest Grove (\$1.4 million, 8 percent of total). If credits and interest are included, Hillsboro had the most activity with \$12.7 million; followed by unincorporated Washington County with \$8.6 million, and Beaverton with \$6.7 million in total TDT activity.

In terms of expenditures, Hillsboro had the highest amount, with \$5.7 million for capital projects and administrative expenses; this was followed by unincorporated Washington County, with \$4.8 million in expenditures, and Tualatin with \$1.3 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2019 was highest in Washington County (\$47.8 million), followed by the City of Hillsboro (\$18.9 million) and Beaverton (\$12.3 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2018-19 (Rounded to nearest dollar)

| Jurisdiction | Balance as of 7/1/18 | Cash Receipts | Interest Earnings & Transfers | Credits Issued* | "Total Activity" | Project & Admin Expenses | Balance as of 6/30/19 |
|-------------------|----------------------|------------------|-------------------------------------|--------------------|---------------------|--------------------------------|-----------------------|
| Banks | \$ 55,377 | \$ 269,886 | \$ 3,706 | \$ - | \$ 273,592 | \$ - | \$ 328,970 |
| Beaverton | \$ 8,908,374 | \$ 3,511,973 | \$ 286,349 | \$ 2,941,421 | \$ 6,739,744 | \$ 372,789 | \$ 12,333,907 |
| Cornelius | \$ 266,461 | \$ 774,189 | \$ 10,418 | \$ 369,810 | \$ 1,154,417 | \$ 263,932 | \$ 787,137 |
| Durham | \$ 8,653 | \$ 8,706 | \$ 396 | \$ - | \$ 9,102 | \$ 500 | \$ 17,255 |
| Forest Grove | \$ 9,145,907 | \$ 1,370,901 | \$ 121,452 | \$ 80,721 | \$ 1,573,074 | \$ - | \$ 10,638,260 |
| Gaston | \$ 52,205 | \$ 8,278 | \$ 1,482 | \$ - | \$ 9,760 | \$ - | \$ 61,965 |
| Hillsboro | \$ 20,165,486 | \$ 3,812,460 | \$ 660,828 | \$ 8,182,059 | \$ 12,655,347 | \$ 5,712,576 | \$ 18,926,197 |
| King City | \$ 2,457,078 | \$ 59,702 | \$ 57,131 | \$ - | \$ 116,833 | \$ 497,193 | \$ 2,076,718 |
| North Plains | \$ 2,505,869 | \$ 847,290 | \$ 249,721 | \$ 32,016 | \$ 1,129,027 | \$ 131,377 | \$ 3,471,503 |
| Sherwood | \$ 3,931,749 | \$ 395,633 | \$ 83,820 | \$ 668,955 | \$ 1,148,408 | \$ 133,671 | \$ 4,277,531 |
| Tigard | \$ 11,571,498 | \$ 2,043,589 | \$ (1,962,224) | \$ 2,507,645 | \$ 2,589,010 | \$ 82,798 | \$ 11,570,065 |
| Tualatin | \$ 8,244,665 | \$ 868,601 | \$ 247,926 | \$ - | \$ 1,116,527 | \$ 1,302,242 | \$ 8,058,949 |
| Washington County | \$ 45,354,921 | \$ 4,316,502 | \$ 2,994,069 | \$ 1,331,998 | \$ 8,642,569 | \$ 4,840,462 | \$ 47,825,030 |
| Wilsonville | \$ 333,440 | \$ - | \$ 8,934 | \$ - | \$ 8,934 | \$ - | \$ 342,373 |
| Countywide Total | \$ 113,001,683 | \$ 18,287,709 | \$ 2,764,008 | \$ 16,114,625 | \$ 37,166,343 | \$ 13,337,542 | \$ 120,715,859 |

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2018-19

(Does not include credits, interest earnings or fund transfers)

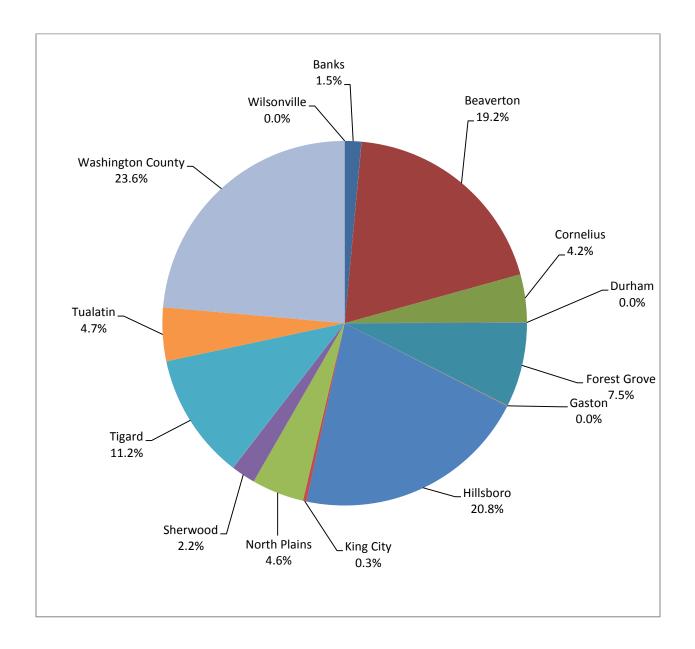
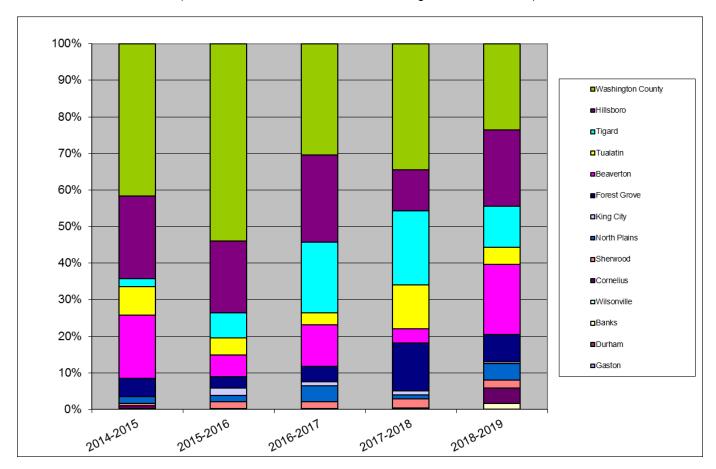


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2014-15 through FY 2018-19

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2018-19, eight cities and Washington County invested a combined total of \$12,649,649 in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2018-19 expenditures.

- The City of Hillsboro invested about \$5.6 million for a number of projects, including widening of 231st
 Avenue at Cornell Road, extensions of Century Boulevard and Cherry Drive, a Jackson School Road
 bike/ped project and Hidden Creek between 49th and 53rd Avenues.
- Washington County used about \$4.5 million to help construct 158th Avenue, the Cedar Hills Boulevard/US 26 intersection improvements, including a new traffic signal, a pedestrian crossing on Springville Road and improvements to SW 209th and Johnson Streets.
- The City of Beaverton used about \$160,000 for the Crescent Connection multi-use path, the Hocken Avenue Railroad – Canyon Street improvement, Cedar Hills/Westgate – Dawson intersection and a Western Avenue road diet, including ped/bike facilities.
- The City of Sherwood used a little over\$100,000 for improvements to OR 99W/Sunset Boulevard, the Cedar Creek Trail and Oregon Street improvements.
- The City of Tigard used about \$60,000 toward several smaller projects, including contributions toward a signal on Upper Boones Ferry Road, Roy Rogers Road improvements, 121st Ave ped/bike, Tiedeman sidewalk between Fanno Creek and Greenburg.
- The City of Tualatin used about \$1.3 million for the Myslony Bridge project.
- The City of Cornelius used about \$260,000 toward their 10th Avenue and S. 29th Blvd. projects.
- The City of North Plains used about \$130,000 toward a trail along West Union Road.
- The City of King City used about \$450,000 toward their Fisher Road improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2018-19, jurisdictions invested over \$42 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- Roadway Improvements: Farmington Road, Walker Road, Walnut Street, Cornelius Pass Road, Brookwood Parkway, 158th Avenue, 198th Avenue, Roy Rogers Road, Jackson School Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, Johnson Street, West Union Road, Springville Road, SW 121st Avenue
- Roadway Extensions: Hidden Creek Drive, Basalt Creek Parkway, Century Boulevard

- Intersection Improvements: OR 99W/McDonald/Gaarde, 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, Cornelius Pass Road/Germantown Road, OR 47/Maple/Fern Hill
- Pedestrian Projects: Fischer Road, Springville Road crossing
- Bicycle/Pedestrian Projects: Jackson School Road
- Bridge/Culvert Replacements: 227th Avenue over Rock Creek, Butner Road
- Safety Improvements: 185th Avenue, Springville Road
- Interchange: OR 217 (Allen-Denney) Interchange
- ADA Ramps: Countywide

Additional Improvement Value Contributed by Development:

Starting in this fiscal year (2017-18) some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2018-19 fiscal year, two cities reported additional improvement value contributed by development to be \$4,243,330.

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 2018-19. In total, \$218.1 million has been invested in eligible road projects on the TDT Project List since 2009, including \$31.5 million in TDT funds and \$186.6 million in other funds. In addition, \$2.9 million has been invested in eligible transit projects, including \$2.0 million in TDT funds and \$938,530 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 would remain unfunded. As of the end of FY 2018-19, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 21 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in the past few years, 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 about \$3 billion in road projects and about \$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 \$1,846 per motor vehicle trip and \$312 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 21% of the eligible motor vehicle costs and 14% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to 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 | \$3,075,705,159 | 1,666,558 | \$1,846 | \$391 | 21.2% |
| Transit Cost | \$519,982,027 | 1,666,558 | \$312 | \$45 | 14.4% |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | \$3 | 95.5% |
| Total | \$3,600,921,185 | | \$2,161 | \$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 2018-19

| Project ID | Jurisdiction | Facility | From | To | Project | ject Cost 2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | e Capacity mount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | | 2009- esent | | r Funding -Present | othe | I TDT and or funding O-Present |
|---------------|------------------------|-------------------------|---|--------------------------------------|--|----------------------------|--|---------------------------------------|--|-----|-------------------------|-----------------|-----------------------------|---|-----------------|---------------------------|--------|----------------|-----|-----------------------|------|--------------------------------------|
| 2000 | Beaverton | 114th/115th | MAX Light Rail | Beaverton- Hillsdale/ Griffith | Construct 2-lane multimodal | \$ 11,040,000 | 100% | | | \$ | 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | 120th | Center | Canyon | Construct 2-lane multimodal | \$ 9,825,600 | 100% | | | \$ | 9,825,600 | 100% | \$9,825,600 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2002 | Beaverton Beaverton | 125th Allen | Brockman Hwy 217 | Hall Western | Extend 2-lane multimodal Add turn lanes, signals, bike/ped | \$ 15,345,600 | 100% 100% | | | \$ | 15,345,600 6 955 200 | 100% 100% | \$15,345,600 \$6,955,200 | 2014-2024 2014-2024 | | \$ 46.379 | \$ | - | \$ | 143,127 128,865 | \$ | 143,127 128,865 |
| | | | | | Add turn lanes, signals, bike/ped Add turn lanes, bike lanes. | -,, | | | | T . | 0,000,200 | | | | | \$ 46,379 | • | - | · · | | | 120,000 |
| 2004 | Beaverton | Allen | Murray | Hwy 217 | sidewalks & signalize | \$ 45,926,400 | 100% | | | \$ | 45,926,400 | 100% | \$45,926,400 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2005 | Beaverton | Farmington to no | Scholls Ferry; Co orth of Walker; Ha Hills; Farmington: Murray | all: SB OR 217 | Adaptive signal systems | \$ 11,040,000 | 100% | | | \$ | 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ | - | \$ | | \$ | - |
| 2006 | Beaverton | Baltic | US26 WB | Barnes | Add NB aux lane; Add SB aux lane | \$ 570,000 | 100% | | | \$ | 570,000 | 100% | \$570,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2007 | Beaverton | Barnes | 117th | Baltic | Bus pullouts, shelters, and transit amenities | \$ 700,000 | 100% | | | \$ | 700,000 | 100% | \$700,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | Barnes | 116th | | Construct traffic signal; Construct 2nd WB left turn lane | \$ 500,000 | 100% | | | \$ | 500,000 | 77% | \$384,058 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton Beaverton | Barnes Barnes | Cedar Hills Cedar Hills | Valeria | Add 2nd EB to SB right turn lane Add WB aux lane; modify signals | \$ 450,000 1,250,000 | 100% 100% | | | \$ | 450,000 1,250,000 | 100% 100% | \$450,000 \$1,250,000 | 2014-2024 2014-2024 | | | \$ | - | \$ | | \$ | - |
| | Beaverton | Barnes | Station North/Holly | Valena | Construct signal and interconnect; Add WB right turn lane | \$ 600,000 | 100% | | | \$ | 600,000 | 100% | \$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 | 100% | | | \$ | 1,900,000 | 100% | \$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 | 100% | | | \$ | 600,000 | 100% | \$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 | 100% | | | \$ | 2,100,000 | 100% | \$2,100,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2015 | Beaverton | Barnes | OR 217 | Leahy | Interconnect traffic signals | \$ 200,000 | 100% | | | \$ | 200,000 | 88% | \$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 | 100% | | | \$ | 2,700,000 | 100% | \$2,700,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2017 | Beaverton | Barnes | Baltic | Monterey PI | Add WB aux lane; Modify traffic signals | \$ 600,000 | 100% | | | \$ | 600,000 | 100% | \$600,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2018 | Beaverton | Barnes | Monterey | | Add EB left turn lane; Modify traffic signal | \$ 500,000 | 100% | | | \$ | 500,000 | 88% | \$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 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2020 | Beaverton | Beaverton- Hillsdale | Western | | Turn lanes, signal improvements | \$ 2,064,480 | 100% | | | \$ | 2,064,480 | 100% | \$2,064,480 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 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 | 100% | | | \$ | 1,430,000 | 100% | \$1,430,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | Canyon | 170th | OR 217 | Access management | \$ 1,000,000 | 100% | | | \$ | 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ | - | \$ | | \$ | - |
| | Beaverton | Canyon | Cedar Hills 300' north of | | Turn lanes, signal improvements Add NB and SB aux lanes, extend | \$ 6,922,080 | 100% | | | \$ | 6,922,080 | 100% | \$6,922,080 | 2025-2039 | | | \$ | | \$ | | \$ | - |
| | Beaverton | Cedar Hills | Celeste | Barnes | 300' north of Celeste | \$ 2,330,000 | 100% | | | \$ | 2,330,000 | 100% | \$2,330,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2025 | Beaverton | Cedar Hills | Barnes | US 26 WB | Add SB multi-use bike/ped facility Add NB aux lane to Barnes; Add | \$ 250,000 | 100% | | | \$ | 250,000 | 100% | \$250,000 | 2014-2024 | | 1 | \$ | - | \$ | | \$ | - |
| 2026 | Beaverton | Cedar Hills | US 26 WB | | bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals | \$ 1,000,000 | 100% | | | \$ | 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2027 | Beaverton | Cedar Hills | US 26 WB | US 26 EB | Construct sidewalks and bike lanes | \$ 670,000 | 100% | | | \$ | 670,000 | 100% | \$670,000 | 2014-2024 | \$ 2,144,302 | | \$ 2,4 | 06,436 | \$ | _ ! | \$ 2 | 2,406,436 |
| 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 | 100% | | | \$ | 1,770,000 | 100% | \$1,770,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |

TDT FY 2018-19 Annual Report

| | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | Estimated Project | | | | | | | TDT and |
|---------------|------------------------|----------------------------------|--|--|--|------------------------------|----------------------------|-------------------|--------------------|----------------------------|-------------------|----------------------------|-------------------------|-----------------|--|----------------------|-----------|--------------------|-------------------|---------|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Related to Capacity (%) | Funding Source | Funding Revenue | Eligible Capacit Amount | y Growth Share | Eligible SDC Amount | Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | TDT 2009- Present | | Funding Present | other f 2009-F | |
| 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 | 100% | | | \$ 448,00 | 00 100% | \$448,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 2030 | Beaverton | Cedar Hills | Walker | | Add double left turn lanes on all approaches, add EB rt turn lane | \$ 3,643,200 | 100% | | | \$ 3,643,20 | 00 97% | \$3,545,614 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 2031 | Beaverton | Cedar Hills | Walker | Farmington | Add turn lanes, bike lanes | \$ 20,976,000 | 100% | | | \$ 20,976,00 | | \$20,976,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| | Beaverton | Cedar Hills | Jenkins | | Turn lanes, signal improvements | \$ 2,550,240 | 100% | | | \$ 2,550,24 | | \$2,550,240 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 2033 | Beaverton | Cedar Hills | Hall | | Add NB rt turn lane | \$ 728,640 | 100% | | | \$ 728,64 | 100% | \$728,640 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 2034 | Beaverton | Cornell | 113th | | Add aux lanes at all intersection approaches; Modify traffic signal | \$ 700,000 | 100% | | | \$ 700,00 | 00 100% | \$700,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 2035 | Beaverton | Cornell | 107th | | Construct traffic signal | \$ 360,000 | 100% | | | \$ 360,00 | 00 100% | \$360,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 2036 | Beaverton | Crescent | Rose Biggi | Cedar Hills | Extend 2-lane multimodal | \$ 3,864,000 | 100% | | | \$ 3,864,00 | 00 100% | \$3,864,000 | 2014-2024 | | | \$ - | \$ | 65,237 | \$ | 65,237 |
| 2037 | Beaverton | Davies | Scholls Ferry | Barrows | Extend 2-lane multimodal | \$ 5,409,600 | 100% | | | \$ 5,409,60 | 00 100% | \$5,409,600 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 2038 | Beaverton | Dawson/ Westgate | Rose Biggi | Hocken | Extend 2-lane multimodal | \$ 9,825,600 | 100% | | | \$ 9,825,60 | 100% | \$9,825,600 | 2014-2024 | \$ 44,479 | | \$ 440,25 | 3 \$ | 31,576 | \$ 4 | 471,829 |
| 2039 | Beaverton | Denney | Hall | Scholls Ferry | Add turn lanes, bike lanes & signalize | \$ 6,734,400 | 100% | | | \$ 6,734,40 | 00 100% | \$6,734,400 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| | Beaverton | Farmington | Cedar Hills | | Turn lanes, signal improvements | \$ 3,036,000 | 100% | | | \$ 3,036,00 | | \$3,036,000 | 2025-2039 | | \$ 10,577 | \$ - | | | | |
| | Beaverton | Farmington | Lombard | | Add NB rt turn lane | \$ 1,689,120 | 100% | | | \$ 1,689,12 | | \$1,689,120 | 2025-2039 | | \$ 5,288 | \$ - | | 492,788 | \$ 2,4 | 192,788 |
| | Beaverton | Hall extension | to Jenkins | Formington | Construct 2 or 4 lane | \$ 15,897,600 | 100% | | | \$ 15,897,60 | | \$15,897,600 | 2025-2039 | | 1 | \$ - | \$ | - | \$ | - |
| | Beaverton | Hall Hall | Cedar Hills | Farmington | Add turn lanes, bike lanes | \$ 5,740,800 \$ 121,440 | 100% 100% | | | \$ 5,740,80 \$ 121,44 | | \$5,740,800 \$121,440 | 2014-2024 2025-2039 | | | \$ - \$ - | \$ | | \$ | |
| | Beaverton | i idii | Center | + | Turn lanes, signal improvements Add EB&WB rt turn lanes, NB&SB | | | | | ų .2.,,. | | | | | | Ψ | Ť | | Ψ | |
| | Beaverton | Hall | Allen | | double lefts | \$ 2,373,600 | 100% | | | \$ 2,373,60 | | \$2,373,600 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| | Beaverton | Hall | Denney 500' south of | - | | \$ 850,080 | 100% | | | * | | | 2025-2039 | | - | Ψ | \$ | - | Ψ | |
| | Beaverton | Hall | Allen | 12th | Add turn lanes, bike lanes | \$ 6,734,400 | 100% | | | \$ 6,734,40 | | \$6,734,400 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 2049 | Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$ 18,878,400 | 100% | | | \$ 18,878,40 | | \$18,878,400 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| | Beaverton | Millikan Millikan | Murray 141st | Hocken | Rt turn lane for WB Millikan | \$ 607,200 \$ 2,870,400 | 100% 100% | | | \$ 607,20 \$ 2,870,40 | | \$607,200 \$2,870,400 | 2025-2039 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 2051 | Beaverton Beaverton | Millikan | Watson | 114th | Add signal, turn lanes, bike & ped Extend 2-lane multimodal | \$ 2,870,400 | 100% | | | \$ 15,235,20 | | \$15,235,200 | 2014-2024 | | | \$ - | \$ | | \$ | |
| | Beaverton | Murray | Allen | 11401 | Turn lanes, signal improvements | \$ 1,578,720 | 100% | | | \$ 1,578,72 | | \$1,578,720 | 2025-2039 | | 1 | \$ 1,29 | Ψ | - | S | 1.299 |
| | Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$ 1,280,640 | 100% | | | \$ 1,280,64 | | \$1,280,640 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 2055 | Beaverton | New street | Broadway | 115th | Construct 2-lane multimodal | \$ 4,968,000 | 100% | | | \$ 4,968,00 | | \$4,968,000 | 2014-2024 | | | \$ - | \$ | | \$ | - |
| | Beaverton | Nimbus | Denney | Hall | Extend 2-lane multimodal | \$ 17,001,600 | 100% | | | \$ 17,001,60 | | \$17,001,600 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 2058 | Beaverton | Rose Biggi | TV Hwy | Broadway | Extend 2-lane multimodal | \$ 3,312,000 | 100% | | | \$ 3,312,00 | | \$3,312,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| | Beaverton Beaverton | Scholls Ferry Scholls Ferry | Allen Nimbus | | Turn lanes, signal improvements | \$ 4,128,960 \$ 1,733,280 | 100% 100% | | | \$ 4,128,96 \$ 1,733,28 | | \$3,929,172 \$1,733,280 | 2025-2039 2025-2039 | | | \$ - | Ψ | | \$ | - |
| | Beaverton | Scholls Ferry | 125th | | Turn lanes, signal improvements Add SB rt turn lane | \$ 1,280,640 | 100% | | | \$ 1,280,64 | | \$1,733,280 | 2025-2039 | | | \$ - | \$ | - | \$ | ÷ |
| | | | | | Add NB rt turn lane, close east | * .,===,= | | | | | | | | | | * | - T | | | |
| | Beaverton | Scholls Ferry | Davies Barrows (west | | end of Scholls Ferry @Barrows | \$ 331,200 | 100% | | | \$ 331,20 | | | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 2063 | Beaverton | Scholls Ferry | end) | | Add SB rt turn lane | \$ 331,200 | 100% | | | \$ 331,20 | 00 100% | \$331,200 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 2064 | Beaverton | Sexton Mountain | 160th | 155th | Extend 2-lane multimodal | \$ 2,760,000 | 100% | | | \$ 2,760,00 | | \$2,760,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 2065 | Beaverton | Walker | 173rd | | Turn lanes, signal improvements | \$ 2,760,000 | 100% | | | \$ 2,760,00 | | \$2,760,000 | 2025-2039 | | | \$ - | | 00,000 | | 760,000 |
| | Beaverton Beaverton | Walker Weir | 167th 155th | 175th | Signalize, add SB left turn lane Turn lanes, bike lanes, sidewalks | \$ 187,680 \$ 4,526,400 | 100% 100% | | | \$ 187,68 \$ 4,526,40 | | \$187,680 \$4.526,400 | 2025-2039 | | - | \$ - | \$ | 187,680 | \$ 1 | 187,680 |
| | Beaverton | 175th | UGB | Scholls Ferry | Widen to 5 lanes | \$ 6,345,000 | | SCM TSDC | | \$ 6,345,00 | | \$6,345,000 | 2014-2024 | | \$ 1,640,827 | \$ - | | 167,426 | \$ 5.1 | 167.426 |
| | Beaverton | New East-West Collector | Tile Flat | Loon | New 3 lane collector | \$ 22,755,000 | 100% | SCM TSDC | | \$ 22,755,00 | | \$22,755,000 | 2014-2024 | | Ψ 1,010,027 | \$ - | \$ | - | \$ | - |
| | Beaverton | New North- | UGB | Scholls Ferry | New 2 lane collector | \$ 11,020,000 | 100% | SCM TSDC | | \$ 11,020,00 | 00 100% | \$11,020,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 2071 | Beaverton | South Collector Scholls Ferry | Tile Flat | 175th / Roy | Widen to 5 lanes | \$ 8,165,000 | 100% | SCM TSDC | | \$ 8,165,00 | 00 100% | \$8,165,000 | 2014-2024 | | | \$ - | \$ | - | \$ | |
| | | , | | Rogers | New right turn lanes at Scholls | 7 2,100,000 | | | | * -,,,,,,, | | | | | - | | | | * | |
| 2072 | Beaverton | Scholls Ferry | Horizon/Teal | | Ferry Rd / Horizon-Teal Blvd intersection | \$ 500,000 | 100% | SCM TSDC | | \$ 500,00 | 00 100% | \$500,000 | 2025-2039 | | | \$ | \$ | | \$ | - |
| 2073 | Beaverton | Tile Flat | UGB | Scholls Ferry | Widen to 3 lanes | \$ 3,025,000 | 100% | SCM TSDC | | \$ 3,025,00 | 00 100% | \$3,025,000 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 2074 | Beaverton | Western | 5th | Beaverton- Hillsdale/ Griffith | Reconstruct 4-lane roadway as 3- lane arterial with separated bicycle and pedestrian paths. Includes | \$ 4,125,000 | 100% | SCM TSDC | | \$ 4,125,00 | 00 100% | \$4,125,000 | 2014-2024 | \$ 24,091 | | \$ 99,09 | 1 \$ | - | \$ | 99,091 |
| 2075 | Beaverton | Hocken Ave | RR Tracks | Tualatin-Valley | traffic signal Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole | \$ 2,500,000 | 100% | SCM TSDC | | \$ 2,500,00 | 00 76% | \$1,900,000 | 2014-2024 | \$ 28,072 | | \$ 43,65 | 6 \$ | _ | \$ | 43,656 |
| | | | | Hwy | relocation | | | | | | | | | | | | | | | |
| | Beaverton | TOTAL | | | | \$ 366,628,600 | | | | \$ 366,628,60 | 00 | \$365,530,668 | | \$ 2,240,944 | \$ 1,703,071 | \$ 2,990,73 | 5 \$ 15,4 | 458,272 | \$ 18,4 | 449,007 |
| 7000 | Cornelius | 10th | Adair/Main | Baseline | Add left & right turn lanes at | \$ - | _ 100% | Developer / | \$880,000 | \$ | 100% | \$ 0 | 2014-2024 | \$ 234,687 | \$ 2,340,289 | \$ 234,68 | 7 \$ 9,4 | 495,290 | \$ 7,1 | 155,001 |
| | | | | | couplet intersection approaches Add signals at TV Hwy and widen | | | ODOT Rail | | | - | | | | - | | + | | | |
| 7001 | Cornelius | 14th | Holladay | Dogwood | existing travel lanes | \$ | - 75% | | | -\$ | 100% | \$0 | 2025-2039 | | 1 | \$ - | \$ | - | \$ | - |
| | | | | | | | | | | | | | | | | | | | | |

| Project ID | Jurisdiction | Facility | From | То | Project | Projec (201 | | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | Capacity | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | | ⊺ 2009- esent | Other Fund | ing | Total TDT a other fundin 2009-Prese | ing |
|---------------|------------------|---|---------------------------------|---|--|----------------|-----------|--|---------------------------------------|--|------|------------|-------------------|---------------------------|---|-----------------|---------------------------|------------|------------------|------------|--------|---|-----|
| 7002 | Cornelius | Baseline | 10th | 20th | Inteconnect signals and | -\$ | ., | | federal grant | \$3,060,000 | -\$ | | - 100% | \$0 | 2014-2024 | | J | \$ 4 | 447,492 | \$ 8, | 200 \$ | 455,6 | 392 |
| 7003 | Comelius | Cornelius- Schefflin | Verboort Circle | South city limit | consolidate access points Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes | \$ | | – 75% | | | \$ | _ | – 100% | \$0 | 2014-2024 | | | \$ | - | \$ 9,015, | | 9,015,2 | 238 |
| 7004 | Cornelius | Davis St Extension | 4th | 10th | New 2-lane collector | \$ 2 | 2,255,000 | 100% | | | \$ | 2,255,000 | 100% | \$2,255,000 | 2040+ | | | \$ | - | \$ | . \$ | , . | - |
| 7005 | Cornelius | Forest Grove Connectivity | East Forest Grove city limit | West Cornelius- city limit | Construct new 2-lane collector- between Cornelius & Forest Grove | -\$ | | – 100% | | | \$ | | - 100% | \$0 | 2025-2039 | | | \$ | - | \$ | . \$ | ; . | |
| 7006 | Cornelius | Holladay St Extension | Yew (Forest Grove) | 4th | New 2-lane collector | \$ 2 | 2,960,000 | 100% | | | \$ | 2,960,000 | 100% | \$2,960,000 | 2028-2040 | | | \$ | - | \$ | . \$ | ; . | - |
| 7007 | Cornelius | Holladay St Extension | 10th | Gray | New 2-lane collector | \$ 2 | 2,810,000 | 100% | | | \$ | 2,810,000 | 100% | \$2,810,000 | 2040+ | | | \$ | - | \$ | . \$ | · · | - |
| 7008 | Cornelius | Holladay St Extension | Gray | 19th | New 2-lane collector | \$ 3 | ,085,000 | 100% | | | \$ | 3,085,000 | 100% | \$3,085,000 | 2040+ | | | \$ | - | \$ | . \$ | , | - |
| 7009 | Cornelius | | 20th Ave | Council Creek Bridge | Build complete street with sidewalk and bike facilities. Also new RR crossing and possible mini-roundabouts at Holladay & Davis | \$ 1 | ,975,000 | 100% | | | \$ | 1,975,000 | 100% | \$1,975,000 | 2018-2027 | | | \$ | - | \$ 87, | 98 \$ | \$ 87,6 | 598 |
| 7010 | Cornelius | TV Highway Corridor | 4th | 29th | Traffic signal system coordination | -\$ | - | _ 100% | | | -\$ | - | - 100% | \$0 | 2014-2024 | | | \$ | - | \$ | . \$ | | - |
| 7011 | Cornelius | S. 29th Blvd./Alpine St | Baseline/29th | 450' S of Dogwood | New collector, relocated and improved active rail crossing, connection between 345th & 29th (Alpine), roundabout at 29th/Alpine, and new signal at 29th/Baseline | \$ 9 | 9,390,000 | 100% | | | \$ | 9,390,000 | 100% | \$9,390,000 | 2018-2027 | \$ 29,245 | | \$ | 29,245 | \$ | - 4 | \$ 29,2 | 245 |
| 7012 | Cornelius | SE Cornelius New Collectors | South of Ginger St | South UGB Boundary | New collector through UGB expansion area: 20th, Jasper, 26th, 29th, Kodiak, and shared- use path south of Jasper Roundabout | \$ 13 | 3,955,000 | 100% | | | \$ 1 | 13,955,000 | 100% | \$13,955,000 | 2018-2027 | | | \$ | - | \$ | - \$ | | - |
| 7013 | Cornelius | 26th | Webb | New- roundabout at- Jasper/Kodiak | Extend collector within UGB- expansion area | -\$ | | – 100% | | | \$ | _ | - 100% | \$0 | 2014-2024 | | | \$ | - | \$ | - \$ | ; | - |
| 7014 | Cornelius | Dogwood Extension | 28th | 345th | Extend collector within UGB expansion area | \$ 2 | 2,085,000 | 100% | | | \$ | 2,085,000 | 100% | \$2,085,000 | 2028-2040 | | | \$ | - | \$ | | | - |
| 7015 | Cornelius | Complete Collector Pedestrian Facilities | Citywide | | 4th Ave: Adair to Fawn 20th Ave: Alpine to Elder 29th Ave: North UGB to Baseline Adair: 1st to 7th Baseline: 4th to 10th (north side) | \$ 2 | 2,913,000 | 100% | | | \$ | 2,913,000 | 100% | \$2,913,000 | 2018-2027 | | | \$ | - | \$ | - \$ | | - |
| 7016 | Cornelius | Baseline North Frontage Rd | East Lane | NW 344th Ave | Create collector frontage road on north side of Baseline and intersection improvements with possible signal at NW 341st Ave | \$ 2 | 2,830,000 | 100% | | | \$ | 2,830,000 | 100% | \$2,830,000 | 2018-2027 | | | \$ | - | \$ | - \$ | | |
| 7017 | Cornelius | Davis Street Extension | 10th Ave | Fred Meyer Eastern Driveway | Complete pedestrian/bike facilities west of 19th and build new collector east of 19th | \$ 3 | 3,490,000 | 100% | | | \$ | 3,490,000 | 100% | \$3,490,000 | 2028-2040 | | | \$ | - | \$ | . \$ | ; | - |
| | Cornelius | 341st Ave | Baseline | North terminus of street | Complete pedestrian facilities and improve to collector standards | | 526,000 | 100% | | | \$ | 526,000 | 100% | \$526,000 | 2028-2040 | | | \$ | | \$ | . \$ | · | - |
| | Cornelius | Baseline St | 26th Ave | East Lane S. UGB | Complete pedestrian facilities | | ,035,000 | 100% | - | | \$ | 1,035,000 | 100% | \$1,035,000 | 2028-2040 | | | \$ | | • | . 9 | | |
| | Cornelius | 29th Blvd | S. City Limits | (345th/Cook Rd) | New collector | | 2,120,000 | 100% | | | | 2,120,000 | 100% | \$2,120,000 | 2040+ | | | \$ | | \$ | . \$ | | - |
| | Cornelius | Baseline St Baseline | 20th Ave | E. City Limits | Complete two-way bike blvd. | \$ 1 | ,500,000 | 100% | | | \$ | 1,500,000 | 100% | \$1,500,000 | 2040+ | | | \$ | - | \$ | 9 | | |
| 7022 | Cornelius | Frontage Rd (south side) | NW 341st Ave | E. City Limits | Create collector frontage road | \$ 1 | ,545,000 | 100% | | | \$ | 1,545,000 | 100% | \$1,545,000 | 2040+ | | | \$ | - | \$ | . \$ | | - |
| 7023 | Cornelius | Davis Street Extension | Fred Meyer Driveway | N. 26th Ave | Extend collector | \$ 2 | 2,065,000 | 100% | | | \$ | 2,065,000 | 100% | \$2,065,000 | 2040+ | | | \$ | - | \$ | . \$ | | - |
| 7024 | Cornelius | Complete Collector Ped and Bike facilities | Citywide | | Complete bicycle facilities on collectors (e.g. pavement markings, shared streets, signage, etc.) and fill sidewalk gaps on collectors | | 3,030,000 | 100% | | | | 8,030,000 | 100% | \$8,030,000 | 2040+ | | | \$ | - | • | . \$ | | |
| 8000 | Cornelius | TOTAL Upper Boones | At Tualatin | l | Add 2 through lanes (Durham | | 600,000 | 100% | | | \$ 6 | 600,000 | 57% | \$64,569,000 \$342,857 | 2014-2024 | \$ 263,932 | \$ 2,340,289 | \$ 2 \$ | 263,932 | \$ 7,348, | 90 \$ | 7,612,7 | |
| | Durham Durham | Ferry TOTAL | River | | share of cost only) | • | 600,000 | 100% | | | \$ | 600,000 | 5/% | \$342,857 \$342.857 | 2014-2024 | | | \$ | 11,000 | \$ | . 9 | | |
| | Forest Grove | | Poplar | HWY 47 | Extend 2-lane collector | | ,517,156 | 100% | | | \$ | 1,517,156 | 100% | \$1,517,156 | 2019-2029 | | | \$ | , | \$ | . 9 | | - |

| Project ID | Jurisdiction | Facility | From | To | Project | | oject Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | ole Capacity | Growth Share | Eligible SDC | Estimated Project Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | | Γ 2009- esent | | er Funding | othe | al TDT and er funding |
|---------------|---------------------------|--------------------------------------|------------------------------|-------------------|--|----------|-------------------------|--|---------------------------------------|--|----|-------------------------|-------------------|-----------------------------|---|-----------------|---------------------------|----|------------------|----------|------------|----------|--------------------------|
| | Forest Grove | 23rd/24th | Hawthorne | Quince | Construct 2-lane collector | \$ | 4,260,000 | 100% | 000.00 | rtovondo | \$ | 4,260,000 | 100% | \$4,260,000 | 2025-2039 | | outor r unumg | \$ | - | \$ | - | \$ | - |
| | Forest Grove | 26th | Sunset | Oak | Extend 2-lane collector and improve 26th Ave to city standards | \$ | 9,800,000 | 95% | | | \$ | 9,310,000 | 100% | \$9,310,000 | 2019-2029 | | | \$ | 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) | \$ | 5,000,000 | 75% | | | \$ | 3,750,000 | 100% | \$3,750,000 | 2019-2029 | | \$ 57,157 | \$ | - | \$ | 57,157 | \$ | 57,157 |
| | Forest Grove | OR 47 | Elm David Hill | Hartford | Construct improvements (e.g. traffic signal) Extend 2 lane collector | \$ | 520,000 | 75% | | | \$ | 390,000 | 100% | \$390,000 | 2019-2029 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | | Daniel I III | | Forest Gale | Full street reconstruction to urban | \$ | 4 000 000 | | | | T- | 4 000 000 | | 77 | | | | \$ | 45 405 | \$ 8 | 0.000.004 | 9 | 0.000.040 |
| | Forest Grove | David Hill | Thatcher Road | Drive | collector standard | | 4,000,000 | 100% | | | \$ | 4,000,000 | 100% | \$4,000,000 | 2021-2031 | | | Þ | 15,195 | a | 8,268,024 | \$ 8 | 8,283,219 |
| | Forest Grove Forest Grove | E/Pacific/19th Hawthorne | E 26th | 19th Willamina | Extend 2-lane couplet Extend 2-lane collector | \$ \$ | 4,940,000 7,885,582 | 100% 100% | | | \$ | 4,940,000 7,885,582 | 100% 100% | \$4,940,000 \$7,885,582 | 2019-2029 2019-2029 | | | \$ | | \$ | | \$ | - |
| | Forest Grove | Heather | OR 47 | Mountain View | Extend 2-lane collector | \$ | 1,730,000 | 100% | | | \$ | 1,730,000 | 100% | \$1,730,000 | 2019-2029 | | | \$ | | \$ | _ <u>-</u> | \$ | |
| | Forest Grove | Laurel | 26th | 22nd | Extend 2-lane collector | \$ | 8,598,914 | 100% | | | \$ | 8,598,914 | 100% | \$8,598,914 | 2019-2029 | | | \$ | - | \$ | - | \$ | - |
| 7511 | Forest Grove | Main | David Hill | Hartford | Extend 2-lane collector | \$ | - | - 100% | | | \$ | • | - 100% | \$0 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 7512 | Forest Grove | Oak | OR 47 | Pacific | Upgrade to 2-lane collector; add signal | \$ | 6,200,788 | 75% | | | \$ | 4,650,591 | 100% | \$4,650,591 | 2019-2029 | | | \$ | - | \$ | - | \$ | - |
| 7513 | Forest Grove | Thatcher | Gales Creek | David Hill | Realign and signalize intersection; road improvements from Gales Creek to David Hill | \$ | 14,543,206 | 75% | | | \$ | 10,907,405 | 100% | \$10,907,405 | 2019-2029 | | | \$ | - | \$ | - | \$ | - |
| 7514 | Forest Grove | TV Hwy | Quince | | Add turn lanes / signal | \$ | 4,294,293 | 25% | | | \$ | 1,073,573 | 100% | \$1,073,573 | 2019-2029 | | | \$ | - | \$ | | \$ | - |
| 7515 | Forest Grove | Willamina | Main | Sunset | Improve collector to city standards | \$ | 2,168,128 | 95% | | | \$ | 2,059,722 | 100% | \$2,059,722 | 2019-2029 | | | \$ | - | \$ | 4,423 | \$ | 4,423 |
| | Forest Grove | Yew | Adair | Pacific | Construct Improvements (e.g. traffic signal or restrictions) Construct Improvements (e.g. | \$ | 3,000,000 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2021-2031 | | | \$ | - | \$ | - | <u> </u> | |
| 7517 | Forest Grove | OR 47 TOTAL | Martin | | traffic signal or roundabout) | \$ | 8,000,000 86,458,067 | 100% | | | \$ | 8,000,000 76,072,942 | 100% | \$8,000,000 \$76,072,942 | 2019-2029 | \$ - | \$ 57.157 | \$ | 17,350 | \$ | 8,592,197 | \$ | 8,609,547 |
| 9000 | Gaston | Church | 3rd | Trail | Improve to collector standards | \$ | 720,000 | 100% | | | \$ | 720,000 | 100% | \$720,000 | 2014-2025 | • | | \$ | - | \$ | | | |
| 9001 | Gaston | Third | Park | Cottonwood | Improve to collector standards | \$ | 225,000 | 100% | | | \$ | 225,000 | 100% | \$225,000 | 2014-2025 | | | \$ | - | \$ | - | | |
| 3000 | Gaston Hillsboro | 1st/Glencoe | Grant | | Install traffic signal/ widen Glencoe for southbound left turn | \$ | 945,000 | 100% | | | \$ | 945,000 | 100% | \$945,000 \$2,000,000 | 2025-2039 | \$ - | \$ - | \$ | - | \$ | - | \$ | - |
| 3001 | Hillsboro | 13th/River | TV Hwy | | lane, add left turn lane on Grant Add EB right turn lane and NB left turn lane | \$ | 4,500,000 | 100% | | | \$ | 4,500,000 | 100% | \$4.500.000 | 2025-2039 | | | \$ | | \$ | | \$ | |
| 3002 | 2 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 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2014-2024 | | | \$ | 4,098 | \$ | 28,682 | \$ | 32,780 |
| 3003 | Hillsboro | 69th | Quatama | Main | New 3 lane extension | \$ | 4,943,785 | 100% | | | \$ | 4,943,785 | 100% | \$4,943,785 | 2025-2039 | | \$ 137,068 | \$ | - | \$ | 297,303 | \$ | 297,303 |
| 3004 | Hillsboro | 185th | Walker | | Intersection capacity and signal improvements | \$ | 6,000,000 | 100% | | | \$ | 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 3005 | Hillsboro | Amberglen Pkwy/194th Extension | Cornell | Amberglen Pkwy | New 3-lane collector, Remove segment Amberglen Pkwy | \$ | 2,250,000 | 100% | | | \$ | 2,250,000 | 100% | \$2,250,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 3006 | Hillsboro | Amberglen Pkwy/194th Extension | Stucki Extension | | Signalize or construct roundabout | \$ | 1,100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 3007 | Hillsboro | Amberglen Pkwy/194th Extension | Stucki Extension | Wilkins | New 3-lane collector | \$ | 3,500,000 | 100% | | | \$ | 3,500,000 | 100% | \$3,500,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 3008 | Hillsboro | Amberglen Pkwy/194th Extension | Wilkins | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Hillsboro | 205th/John Olson | Wilkins | MAX Light Rail | Complete bike lanes | \$ | 200,000 | 100% | | | \$ | 200,000 | 100% | \$200,000 | 2014-2024 | | | \$ | - | \$ | | \$ | - |
| 3010 3011 | Hillsboro Hillsboro | 209th 209th | Blanton Kinnaman | | Signalize; turn lane improvements Signalize; turn lane improvements | | 671,000 1,016,000 | 100% 100% | | | \$ | 671,000 1,016,000 | 100% 100% | \$671,000 \$1,016,000 | 2014-2024 2014-2024 | | | \$ | | \$ | | \$ | |
| | Hillsboro Hillsboro | 209th | McInnis Lane | | Construct traffic signal or roundabout | \$ | 1,574,000 | 100% | | | \$ | 1,574,000 | 100% | \$1,016,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 3013 | Hillsboro | 209th | Butternut Creek Pkwy | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | Hillsboro | 209th | Deline | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | - | \$ | | \$ | - |
| 3015 | | 209th | Vermont | | Signalize | \$ | 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ | | \$ | - | \$ | - |
| | Hillsboro Hillsboro | 209th 67th | Murphy Lane TV Hwy | - | Signalize Close south leg and modify signal | \$ | 364,000 935,000 | 100% | | | \$ | 364,000 935,000 | 100% | \$364,000 \$935,000 | 2025-2039 2014-2024 | | | \$ | ÷ | \$ | | \$ | _ <u>-</u> |
| | Hillsboro | 67th | Alexander | Kinnaman | Widen to 3 lanes | \$ | 4,126,000 | 100% | | | \$ | 4,126,000 | 100% | \$4,126,000 | 2014-2024 | | | \$ | | \$ | | \$ | |
| | | Century | Kinnaman | | construct roundabout | \$ | 1,027,000 | 100% | | | \$ | 1,027,000 | 100% | \$1,027,000 | 2014-2024 | | | \$ | - | \$ | | \$ | - |
| 3019 | Hillsboro | Contary | | | Widen to 3 lanes; Realign and | | | | | | | | | | | | | | | | | | |

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| | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | Estimated Project | | | | | Total TDT and |
|---------------|------------------------|----------------------------------|-------------------------------|----------------|--|---------------------------|----------------------------|--------------------------|--|----------------------------|-------------------|----------------------------|-------------------------|-----------------|---------------------------|----------------------|-------------------------------|---|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Related to Capacity (%) | Funding Source | Funding Revenue | Eligible Capacit Amount | y Growth Share | Eligible SDC Amount | Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | TDT 2009- Present | Other Funding 2009-Present | other funding 2009-Present |
| 3021 | Hillsboro | Century | Murphy | | Construct roundabout | \$ 1,046,00 | 0 100% | | | \$ 1,046,00 | 00 100% | \$1,046,000 | 2025-2039 | | _ | \$ - | \$ - | \$ - |
| 3022 | Hillsboro | 231st | MAX Light Rail | Baseline | Widen to 3 lanes | \$ 6,800,0 | 00 100% | , | | \$ 6,800,00 | 00 100% | \$6,800,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3023 | Hillsboro | 231st | Cornell | Campus Way | Widen to 5 lanes with multimodal improvements | \$ | 100% | Developer | \$330,000 | \$ | 100% | \$0 | 2014-2024 | \$ 3,967 | | \$ 1,328,708 | \$ - | \$ 1,328,708 |
| 3024 | Hillsboro | 231st | Campus Way | Cherry | Construct southbound cycle track- and west pedestrian- | \$ | 100% | Developer | \$100,000 | -\$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3025 | Hillsboro | 231st | MAX Light Rail | | improvements Signal & pedestrian crossing- improvements | \$ | 100% | Developer | \$25,000 | -\$ | 100% | \$0 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3026 | Hillsboro | Century | Johnson | | Signalize | \$ 364.00 | 0 100% | | | \$ 364.00 | 00 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Starr | Meek | Evergreen | | \$ 12,000,00 | | | | \$ 12,000,00 | | \$12,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3028 | | Starr | Huffman | | Signalize | \$ 364,00 | | | | \$ 364,00 | | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro Hillsboro | Starr 25th Ave | Evergreen Cornell | | Signalize Intersection capacity and signal imp | \$ 364,0 | | | \$ 5.000.000 | \$ 364,00 \$ 1,000.00 | | \$364,000 \$1,000,000 | 2025-2039 2014-2024 | - | | \$ - | \$ - | \$ - |
| | Hillsboro | 30th | Meek | Evergreen | New 3 lane collector | \$ 14,000,00 | | | ψ 0,000,000 | \$ 14,000,00 | | \$14,000,000 | 2014-2024 | \$ - | \$ (46,859) | \$ 893,409 | \$ 110,634 | \$ 1,004,043 |
| | Hillsboro | 30th | Huffman | | Signalize | \$ 364,00 | | | | \$ 364,00 | | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3033 | Hillsboro | 30th | Evergreen | | Signalize | \$ 364,00 | 0 100% | | | \$ 364,00 | 00 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3034 | Hillsboro | Airport (Butler) | Brookwood | Dawson Cr | Widen to 3 lanes and install new signal at Brookwood Pkwy | \$ 1,100,0 | 00 100% | , | | \$ 1,100,00 | 100% | \$1,100,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3035 | Hillsboro | Blanton Extension | 67th | 209th | New 3 lane collector | \$ 12,521,00 | 0 100% |) | | \$ 12,521,00 | 100% | \$12,521,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3036 | Hillsboro | Blanton Extension | Town Center Drive West | | Signalize | \$ 364,00 | 0 100% | | | \$ 364,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3037 | Hillsboro | Blanton Extension | Neighborhood Route | | Signalize | \$ 364,00 | 0 100% | ò | | \$ 364,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Aloclek | Walker | Cornelius Pass | Extend 3 lane | \$ 3,909,6 | | | | \$ 3,909,66 | | \$3,909,666 | 2014-2024 | | | \$ - | \$ 449,709 | \$ 449,709 |
| 3039 | Hillsboro Hillsboro | Walker Walker | Cornelius Pass Amberbrook | Stucki | Widen to 3 lane Extend 3 lanes | \$ 2,932,2 \$ 1,400,00 | | | | \$ 2,932,25 \$ 1,400,00 | | \$2,932,250 \$1,400,000 | 2014-2024 2014-2024 | | | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| 3041 | Hillsboro | Extension Walker Extension | 194th | extension | Signalize | \$ 364,00 | |) | | \$ 364,00 | _ | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3042 | Hillsboro | Bentley | Brookwood | | Add EB Left turn lane and Signalize | \$ 1,100,0 | 00 100% |) | | \$ 1,100,00 | 00 100% | \$1,100,000 | 2025-2039 | \$ - | \$ - | \$ 137,100 | \$ - | \$ 137,100 |
| 3043 | Hillsboro | Blanton Extension | East Neighborhood Route | | Signalize | \$ 364,00 | 0 100% | , | | \$ 364,00 | 00 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3044 | Hillsboro | Brookwood | US-26 | Evergreen | Widen to 7 lanes, add turn lanes- and aux lanes at Evergreen | \$ | 100% | • | | -\$ | 100% | \$0 | 2014-2024 | | \$ 22,961 | \$ 1,597,643 | \$ 16,015,075 | \$ 17,612,718 |
| 3045 | Hillsboro | Brookwood | Cornell | | Add SB through lane, Add EB and WB 2nd Left Turn Lanes | \$ 5,500,0 | 100% | | | \$ 5,500,00 | 100% | \$5,500,000 | 2014-2024 | | \$ 22,961 | \$ 532,548 | \$ 1,317,835 | \$ 1,850,382 |
| 3046 | Hillsboro | Campus Ct extension | West terminus | Ray Circle | Construct new 2/3 lane collector | \$ 1,800,00 | 0 100% | Developer | \$100,000 | \$ 1,700,00 | 100% | \$1,700,000 | 2014-2024 | \$ 775,443 | | \$ 2,428,470 | \$ - | \$ 2,428,470 |
| 3047 | Hillsboro | Century | Baseline | Lois | New 3 lane and bridge over Rock Creek | \$ 16,500,0 | 00 100% | • | | \$ 16,500,00 | 100% | \$16,500,000 | 2014-2024 | | \$ 745,728 | \$ 1,225,008 | \$ 913,683 | \$ 2,138,691 |
| 3048 | Hillsboro | Century/229th | West Union | Evergreen | Extend 3 lane, including Hwy 26 overcrossing Widen to 5 lanes; Reconstruct | \$ 21,000,0 | 00 100% | , | | \$ 21,000,00 | 100% | \$21,000,000 | 2014-2024 | | | \$ 39,662 | \$ 16,135 | \$ 55,797 |
| 3049 | Hillsboro | Century | Johnson | Alexander | Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal | \$ 7,943,00 | 0 100% | , | | \$ 7,943,00 | 100% | \$7,943,000 | 2014-2024 | | \$ 1,174,430 | \$ - | \$ 1,879,810 | \$ 1,879,810 |
| 3050 | Hillsboro | Century | Alexander | | Signalize | \$ 364,00 | 0 100% | , | | \$ 364,00 | 00 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3051 | | Century | Alexander | Old UGB | Construct multi-modal | \$ 519,00 | | | | \$ 519,00 | | \$519,000 | 2025-2039 | | 1 | s - | \$ - | s - |
| | Hillsboro | Century | Davis | 67th | improvements New 3 lane collector | \$ 5,127,00 | | | | \$ 5,127,00 | | \$5,127,000 | 2014-2024 | \$ 1.432.600 | \$ 43.926 | \$ 3,784,726 | \$ 66.849 | \$ 3.851.575 |
| | Hillsboro | Cornelius Pass | Cornell | HWY 26 | 2nd NB right turn lane to US26- East, and multimodal- | \$ 5,127,00 | 100% | Developer, ODOT, TIF, | | \$ 3,127,00 | - 100% | \$3,127,000 | 2014-2024 | \$ 1,432,600 | \$ 138,932 | \$ 3,764,726 | \$ 17,701,009 | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| 3054 | Hillsboro | Cornelius Pass | TV Hwy | | enhancements Extend Cornelius Pass Road south, Construct at-grade rail crossing and close private crossings, Add intersection capacity, modify signal | \$ 27,429,0 | 00 100% | & MSTIP | | \$ 27,429,00 | 00 100% | \$27,429,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3055 | Hillsboro | Cornelius Pass | | 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 | \$ 45,848,0 | 00 100% | , | | \$ 45,848,00 | 100% | \$45,848,000 | 2014-2024 | | | \$ 6,212 | \$ 168,175 | \$ 174,387 |
| 3056 | Hillsboro | Cornelius Pass | Town Center X- ing | | Construct signalized Z-crossing | \$ 364,00 | 0 100% | <u> </u> | | \$ 364,00 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 3057 | Hillsboro | Cornelius Pass | Blanton | | Signalize and add turn lanes | \$ 724,00 | | | | \$ 724,00 | | \$724,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Cornelius Pass | Kinnaman | ļ | Signalize | \$ 364,00 | 0 10070 | | <u> </u> | \$ 364,00 | | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Cornelius Pass | McInnis Lane | 1 | Signalize | \$ 364,00 | | 1 | | \$ 364,00 | | \$364,000 | 2014-2024 | t e | t | φ - | φ - | 9 - |
| 3060 | Hillsboro | Cornelius Pass | Butternut Creek | | Signalize | \$ 364,00 | 0 100% |) | | \$ 364,00 | 00 100% | \$364,000 | 2014-2024 | 1 | | \$ - | \$ - | \$ - |

| | | | | | | | Proportion of Project | Other Primary | Other Primary | | | | | Estimated Project | | | | | | Total | I TDT and |
|---------------|------------------------|------------------------|-------------------------|----------------------|--|----------------------------|--------------------------|-------------------|--------------------|----------|----------------------|-------------------|--------------------------|-------------------------|-----------------|---------------------------|-------------------|-----|-------------------------------|-------|------------------------|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Related to | Funding Source | Funding Revenue | Eligible | e Capacity | Growth Share | Eligible SDC Amount | Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | TDT 200 Preser | | Other Funding 2009-Present | othe | r funding 9-Present |
| 3061 | Hillsboro | Cornelius Pass | | 10 | Signalize | \$ 364,000 | Capacity (%) 100% | Source | Revenue | S All | 364,000 | 100% | \$364,000 | 2014-2024 | וטו | Other Funding | \$ | | \$ - | \$ | -Present |
| 3062 | Hillsboro | Cornelius Pass | Vermont | | Signalize | \$ 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | | \$ - | \$ | - |
| | Hillsboro | Cornelius Pass | | | Signalize | \$ 364,000 \$ 1,408,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | Ψ | | \$ - \$ - | \$ | - |
| 3064 | Hillsboro | Cornelius Pass | Rosedale | | Construct roundabout or signal Widen 5 lane, Construct | \$ 1,408,000 | 100% | | | \$ | 1,408,000 | 100% | \$1,408,000 | 2025-2039 | | + + | Ф | - | \$ - | Э | |
| 3065 | Hillsboro | Cornell | Arrington | Main | Intersection capacity/signal and/or safety improvements | \$ 15,000,000 | 100% | | | \$ ' | 15,000,000 | 100% | \$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 | \$ - | - 100% | | | \$ | _ | - 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3067 | Hillsboro | Cornell | Amberbrook | | Signalize | \$ 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | 1 | \$ | - | \$ - | \$ | - |
| 3068 | Hillsboro | Cornell | 185th | | Add EB right turn lane and 3rd SB through lane | \$ 1,200,000 | 100% | | | \$ | 1,200,000 | 100% | \$1,200,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 0000 | 1191-1 | D i. E. i. | D: D.I | South CWS | construct 2/3 lane collector, | • | 4000/ | | | | | 4000/ | 00 | 0044 0004 | | 1 | • | | s - | | |
| 3068 | Hillsboro | Davis Extn | River Rd | boundary | modify traffic signal | - | 100% | | | * | • | - 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Hillsboro | Edgeway (Salix Ext) | Holly Jackson School | Walker | New 3 lane extension | \$ 4,000,000 | 100% | | | \$ | 4,000,000 | 100% | \$4,000,000 | 2014-2024 | | 1 | \$ | | \$ - | \$ | - |
| 3071 | Hillsboro | Evergreen | (south) | 15th | Widen to 5 lanes | \$ 6,500,000 | 100% | | | \$ | 6,500,000 | 100% | \$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 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3073 | Hillsboro | Evergreen | Imbrie | | Add second eastbound left turn | \$ 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3074 | Hillsboro | Evergreen | Cornelius Pass | | Add 2nd SB, and NB Left Turn- Lanes, Add NB and WB Right | \$ | – 100% | MSTIP | | \$ | | - 100% | \$0 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | | | | | Turn Lanes Add bicycle lanes, including rail- | | | | | | | | | | | | | | | | |
| | | _ | | | crossing removal/grade | • | | | | | | | • | | | | | | • | _ | |
| 3075 | Hillsboro | Evergreen | Cornelius Pass | 215th | adjustments. Add WB right turn- lane at Cornelius Pass, including- Ped island | \$ | 100% | Developer | | \$ | - | - 100% | \$0 | 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 | 100% | | | \$ | 1,067,000 | 100% | \$1,067,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3077 | Hillsboro | Grant | Cornell | | Add eastbound/westbound left turn lanes | \$ 1,000,000 | 100% | | | \$ | 1,000,000 | 100% | \$1,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3078 | Hillsboro | Harewood | at Jackson School | | Construct Roundabout | \$ 772,466 | 100% | | | \$ | 772,466 | 100% | \$772,466 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3079 | Hillsboro | Huffman | West City Limits | Brookwood | Construct 5-lane arterial | \$ 50,000,000 | 100% | | | \$ 5 | 50,000,000 | 100% | \$50,000,000 | 2014-2024 | | | \$ | 429 | \$ - | \$ | 429 |
| 3080 | Hillsboro | Imbrie | Evergreen | Cornelius Pass | Widen to accommodate second EB lane | \$ 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3081 | Hillsboro | Imlay | TV Hwy | | Signalize | \$ 364,000 | 75% | | | \$ | 273,000 | 100% | \$273,000 | 2025-2039 | | 1 | \$ | - | \$ - | \$ | - |
| 3082 | Hillsboro | Jackson School | Evergreen | Grant | Widen to 3 lanes | \$ 7,000,000 | 100% | MSTIP | \$5,000,000 | \$ | 2,000,000 | 100% | \$2,000,000 | 2014-2024 | \$ 1,590,425 | \$ 171,638 | \$ 3,553, | 883 | \$ 2,299,295 | \$ 5 | 5,853,178 |
| 3083 | Hillsboro | Jacobson | Century | | Signalize | \$ 364.000 | 100% | | | S | 364.000 | 100% | \$364.000 | 2014-2024 | | + + | \$ | - | \$ - | \$ | |
| 3084 | Hillsboro | Jacobson | Croeni | | Signalize | \$ 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | t t | \$ | - | \$ - | \$ | - |
| 3085 | Hillsboro | Kinnaman | 229th | 209th | New 3 lane collector | \$ 9,916,000 | 100% | | | \$ | 9,916,000 | 100% | \$9,916,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3086 | Hillsboro | Kinnaman | West Neighborhood | | Signalize | \$ 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | | | Route East | | | | | | | | | | | | | 1 | | | | | |
| 3087 | Hillsboro | Kinnaman | Neighborhood Route | | Signalize | \$ 364,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3088 | Hillsboro | Main | 1st | | Add westbound right turn | \$ | 100% | | | -\$ | | 100% | \$0 | 2014-2024 | | | \$ | - | s - | \$ | _ |
| 0000 | Hillsboro | | West UGB | Starr | Widen to 3 lanes | \$ 6,500,000 | 100% | | | \$ | 6,500,000 | 100% | \$6,500,000 | 2025-2039 | | <u> </u> | \$ | | \$ - | \$ | |
| 3090 | Hillsboro | Minter Bridge | River Rd | South UGB | Construct ped/bike improvements | | 100% | | | \$ | 2,250,000 | 100% | \$2,250,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3091 | | Quatama | 227th | 205th | Widen to 3 lanes | \$ 8,210,299 | 100% | | | \$ | 8,210,299 | 100% | \$8,210,299 | 2025-2039 | | \$ 205,601 | \$ | - | \$ 509,580 | | 509,580 |
| 3092 | Hillsboro | River | Rood Bridge | | Add eastbound right turn lane | \$ 750,000 | 100% | | 1 | \$ | 750,000 | 100% | \$750,000 | 2025-2039 | | | \$ | - | \$ 26,947 | | 26,947 |
| | Hillsboro | Rosedale | River Rd | 2001 | Construct roundabout Widen 2-lane, add shoulder | \$ 1,031,000 | 100% | | | \$ | 1,031,000 | 100% | \$1,031,000 | 2025-2039 | | t | • | -+ | \$ <u>-</u> | \$ | - |
| | Hillsboro | Rosedale | River Rd | 229th | improvements | \$ 1,321,000 | 100% | | | \$ | 1,321,000 | 100% | \$1,321,000 | 2025-2039 | | | * | | \$ - | \$ | - |
| | Hillsboro | Rosedale | Century | 2004 | Add EB left turn lane | \$ 380,000 | 100% | | | \$ | 380,000 | 100% | \$380,000 | 2025-2039 | | . | - | | \$ - | \$ | - |
| | Hillsboro Hillsboro | Rosedale Rosedale | Century 209th | 209th | Widen to 3 lanes Signalize | \$ 4,986,000 \$ 364,000 | 100% 100% | | - | \$ | 4,986,000 364,000 | 100% 100% | \$4,986,000 \$364,000 | 2025-2039 2014-2024 | | + | \$ | | \$ - \$ - | \$ | |
| | Hillsboro | Stucki Extension | Walker | Wilkins extension | New 3-lane Collector with Multi- modal improvements; 5-lane at Walker Road approach, Realign | \$ 15,000,000 | 100% | | | | 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ | | \$ - | \$ | |
| 2000 | Lillahasa | Stucki | Wilkins | | Stucki North of Walker | © 204.000 | 4000/ | | | \$ | 204.000 | 4000/ | #204.00C | 2025 2022 | | | • | | \$ - | • | |
| | Hillsboro | Extension Stucki | Extension | | Signalize New 3-lane collector with Multi- | \$ 364,000 | 100% | | | * | 364,000 | 100% | \$364,000 | 2025-2039 | | 1 | * | _ | * | \$ | - |
| | Hillsboro | Extension Stucki | Wilkins | 205th/206th | modal improvements | \$ 6,500,000 | 100% | | | \$ | 6,500,000 | 100% | \$6,500,000 | 2025-2039 | | - | <u> </u> | | \$ - | \$ | - |
| 3101 | Hillsboro | extension | 205th/206th | | Signalize or construct roundabout | \$ 1,100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |

| Desirat | | | | | | Dec | s: | Proportion of Project | Other Primary | Other Primary | Fireit | hla Canasitu | Growth | Flirible CDC | Estimated Project | FY 18-19 | FY 18-19 | TDT 20 | .00 | Other | Funding | | I TDT and |
|---------------|------------------------------|-----------------------------|--------------------------|------------------|--|-----|------------------------|----------------------------|-------------------|--------------------|--------|------------------------|--------------|--------------------------|-------------------------|--------------|---------------|-----------|------|----------|--------------------|------------|-----------|
| Project ID | Jurisdiction | Facility | From | То | Project | | oject Cost (2014\$) | Related to Capacity (%) | Funding Source | Funding Revenue | | ble Capacity Amount | Share | Eligible SDC Amount | Completion Timeframe | TDT | Other Funding | Prese | | 2009-P | | | 9-Present |
| 3102 | | Murphy | Century | 209th | New 3 lane collector | \$ | 9,047,000 | 100% | | | \$ | 9,047,000 | 100% | \$9,047,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 3103 | 1 111100010 | Wilkins | 194th extension | 185th | New 3 lane extension | \$ | 16,000,000 | 100% | | | \$ | 16,000,000 | 100% | \$16,000,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Hillsboro Hillsboro | Witch Hazel Hidden Creek | River 49th | 53rd | signalize New 3-lane collector | \$ | 364,000 5,000,000 | 100% 100% | | | \$ | 364,000 5,000,000 | 100% 100% | \$364,000 \$5,000,000 | 2025-2039 2014-2024 | ¢ 1 950 37/ | \$ 214,708 | \$ 2306 | 961 | | 220,980 485,407 | \$ 0 | 220,980 |
| | Hillsboro | Schaaf | Helvetia | 520 ft east of | Right-of-way acquisition only | \$ | 600,000 | 100% | | | \$ | 600,000 | 100% | \$600,000 | 2014-2024 | \$ 1,009,074 | \$ 214,700 | \$ 2,300 | ,001 | \$ | | Φ 2 | .,792,200 |
| | | | | Helvetia | | | | | | | | | | | | | | * | | Ψ | | | |
| 3107 | Hillsboro | Meek | West UGB | Jackson School | Safety improvements | \$ | 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2014-2024 | | | \$ | - | \$ | - | | |
| 3108 | Hillsboro | Evergreen | Town Center | 185th | Construct 2nd Westbound through lane | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ | - | \$ | - | | |
| 3109 | Hillsboro | 185th | Evergreen | Sunset Hwy | Extend northbound right-turn lane to Evergreen, provide dual right- turns onto WB on-ramp | \$ | 3,500,000 | 100% | | | \$ | 3,500,000 | 100% | \$3,500,000 | 2014-2024 | | | \$ | - | \$ | - | | |
| 3110 | Hillsboro | 47th | Brookwood/Ihly | Hidden Creek | Improve 2-lane roadway and construct sidewalk | \$ | 3,000,000 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ | - | \$ | - | | |
| 3111 | Hillsboro | Huffman (east leg) | Brookwood | | Add second eastbound receiving lane on eastern leg of intersection | \$ | 4,200,000 | 100% | | | \$ | 4,200,000 | 100% | \$4,200,000 | 2018-2024 | | | \$ | - | \$ | - | | |
| | Hillsboro | TOTAL | | <u> </u> | | \$ | 460,071,466 | \$0 | | \$0 | \$ 4 | 449,880,466 | | \$449,880,466 | \$0 | \$ 5.661.809 | \$ 2,831,094 | \$ 18.183 | .535 | \$ 42.5 | 552.818 | \$ 60 | 0.736.353 |
| 8300 | King City | | Beef Bend | Fischer | Improve to collector standards | \$ | 1,600,000 | 100% | | ΨΟ | \$ | 1,600,000 | 86% | \$1,376,000 | 2014-2024 | \$ 449,193 | | \$ 449 | | \$ | | \$ | 449,193 |
| | King City | TOTAL | | | | \$ | 1,600,000 | | | | \$ | 1,600,000 | | \$1,376,000 | | \$ 449,193 | \$ - | \$ 449 | ,193 | \$ | - | \$ | 449,193 |
| 9600 | North Plains | Commercial | Main | Glencoe | Widen street, add parking, bike and pedestrian facilities | \$ | 3,600,000 | 100% | | | \$ | 3,600,000 | 100% | \$3,600,000 | 2014-2024 | | | \$ | -] | \$ | - | \$ | - |
| | North Plains | Cottage | Gordon | 321st | Construct new two-lane collector | \$ | 1,300,000 | 100% | | | \$ | 1,300,000 | 100% | \$1,300,000 | 2025-2039 | | | \$ | - 1 | \$ | - - | \$ | |
| | North Plains | Main | Commercial | Pacific | Widen street, add parking, bike | \$ | 1,250,000 | 100% | | | \$ | 1,250,000 | 100% | \$1,250,000 | 2014-2024 | | | \$ | | s | | \$ | |
| | North Plains | Pacific | Glencoe | i aoiiit | and pedestrian facilities Add new signal | \$ | 297,102 | 75% | | | \$ | 222,827 | 100% | \$1,230,000 | 2014-2024 | | | \$ | | \$ | - | \$ | |
| 3000 | 140Itil I Idilis | i donio | Cicricoc | | Widen existing travel lanes to | Ψ | 207,102 | 1070 | | | Ψ | 222,021 | 10070 | ΨΖΖΖ,ΟΣΤ | 2020 2000 | | | Ψ | | Ψ | | Ψ | |
| 9604 | North Plains | West Union | Glencoe | Jackson School | standard and add pedestrian and bicycle trails Add bike and pedestrian facilities | \$ | 2,365,000 | 50% | | | \$ | 1,182,500 | 100% | \$1,182,500 | 2025-2039 | \$ 131,377 | | \$ 163 | ,521 | \$ | - | \$ | 163,521 |
| 9605 | North Plains | Glencoe | RR Tracks | North UGB | and planter strip | \$ | 865,000 | 100% | | | \$ | 865,000 | 100% | \$865,000 | 2018-2024 | | | \$ | - | \$ | - | | |
| | North Plains | North | Shadybrook | Gordon | Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc. | \$ | 2,500,000 | 100% | | | \$ | 2,500,000 | | \$2,500,000 | 2018-2024 | | | \$ | - | \$ | - | | |
| | North Plains | Glencoe | Commercial | _ | Add traffic signal or roundabout | \$ | 2,500,000 | | | | \$ | 2,500,000 | 100% | \$2,500,000 | 2018-2024 | | | \$ | - | \$ | - | | |
| 9608 | North Plains North Plains | 322nd Ave Gordon | Pacific Commercial | Cottage North | New north-south collector street Add sidewalks and bike lanes | \$ | 400,000 1,700,000 | 100% 100% | | | \$ | 400,000 1,700,000 | 100% 100% | \$400,000 \$1,700,000 | 2019-2025 2019-2025 | | | \$ | - | \$ | | | |
| | | 1 | | | Add sidewalks and bike lanes and | | | | | | - | | | | | | | - | - | <u>Ф</u> | \dashv | _ | |
| 9610 | North Plains | 313th | Commercial | Highland Ct | planter strips | \$ | 1,305,000 | 100% | | | \$ | 1,305,000 | 100% | \$1,305,000 | 2019-2025 | | | \$ | - | \$ | - | | |
| 9611 | North Plains | Pacific | Glencoe | 322nd | Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs | \$ | 3,695,000 | 100% | | | \$ | 3,695,000 | 100% | \$3,695,000 | 2019-2025 | | | \$ | - | \$ | - | | |
| 9612 | North Plains | Glencoe | North | | Roundabout or signalization and left-turn lane | \$ | 750,000 | 100% | | | \$ | 750,000 | 100% | \$750,000 | 2019-2025 | | | \$ | - | \$ | - | | |
| | North Plains | TOTAL | | | | \$ | 22,527,102 | | | | \$ | 21,270,327 | | \$21,270,327 | | \$ 131,377 | \$ - | \$ 163 | ,521 | \$ | - | \$ | 163,521 |
| 4000 | Sherwood | OR 99W | Edy | Sunset | Install missing pedestrian crossings at existing signalized intersections. | \$ | 7,000 | 100% | | | \$ | 7,000 | 100% | \$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 | 100% | | | \$ | 13,300,000 | 100% | \$13,300,000 | 2025-2035 | \$ 49,923 | | \$ 163 | ,604 | \$ | - | \$ | 163,604 |
| 4002 | Sherwood | Arrow | Langer Farms | Gerda | Construct new 2-lane road to collector standards | \$ | 7,427,562 | 100% | | | \$ | 7,427,562 | 100% | \$7,427,562 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 4003 | Sherwood | Arrow/ Galbreath | Gerda | Cipole | Construct 2-lane collector road | \$ | 2,317,399 | 100% | _ | | \$ | 2,317,399 | 100% | \$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 | 100% | | | \$ | 779,000 | 100% | \$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 | 100% | | | \$ | 3,802,000 | 100% | \$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 | 100% | | | \$ | 7,020,000 | 100% | \$7,020,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 4007 | Sherwood | Brookman | OR 99W | Ladd Hill | Add turn lanes and center median | \$ | 13,440,917 | 100% | | | \$ | 13,440,917 | 100% | \$13,440,917 | 2014-2024 | | | \$ | - | \$ | - [| \$ | - |

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| Mode Section Mindelle Section Sectio | Project ID | Jurisdiction | Facility | From | To | Project | Proj | ject Cost 2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | Eligible Capacit Amount | y Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | TDT : | | | r Funding -Present | other | I TDT and r funding 9-Present |
|--|---------------|--------------|--------------|-----------------|------------|--|------|----------------------|--|---------------------------------------|--|----------------------------|-------------------|------------------------|---|-----------------|---------------------------|-------|--------|-------|-----------------------|-------|-------------------------------------|
| Application Control Property Control Prop | 4008 | Sherwood | Brookman | Middleton | | | \$ | 250,000 | 75% | | | \$ 187,50 | 100% | \$187,500 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| Column C | 4009 | Sherwood | Cedar Brook | Elwert | Handley | | | .,, | | | | .,,. | | | | | | 7 | , | \$ | - | - | - |
| Section Common | 4010 | Sherwood | Edy | Borchers | | possible roundabout | \$ | 2,000,000 | 100% | | | \$ 2,000,0 | 00 100% | \$2,000,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| April Serenced Series | 4011 | Sherwood | Edy | City limit west | Borchers | with bike lanes, sidewalks, and | \$ | 8,600,000 | 100% | | | \$ 8,600,0 | 100% | \$8,600,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| Section Sect | 4012 | Sherwood | Edy/Sherwood | Borchers | 3rd | Add turn lanes and center median | \$ | 7,427,562 | 100% | | | \$ 7,427,50 | 100% | \$7,427,562 | 2014-2024 | | | \$ | , | \$ | - | \$ | - |
| 4016 Sherwood Revert Edy Representation Florent Flor | 4013 | Sherwood | Edy | OR 99W | | adding turn lanes, eliminating split phase timing, and adding Hwy | \$ | 1,070,000 | 100% | | | \$ 1,070,00 | 00 100% | \$1,070,000 | 2014-2024 | | | \$ | | \$ | - | \$ | - |
| Section Property Section Sec | 4014 | Sherwood | Rogers | Edy | Roy Rogers | road located between Lynnly Way and Cedarview Way | \$ | 3,400,000 | 100% | | | \$ 3,400,00 | 100% | \$3,400,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| A016 Sherwood Elwert Varger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Regy Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Surger Williamette Surger Williamette Surger Williamette Surger Williamette Surger Williamette | 4015 | Sherwood | Elwert | Edy | OR 99W | with turn lanes, bike lanes, sidewalks, and planter strip. | \$ | 11,430,000 | 100% | | | \$ 11,430,00 | 00 100% | \$11,430,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| Contract Collector Status road to Contract Collector Radio Langer Farms Cipcie Farms Parknews Nath, includes S. 8,190,000 100% S. 8,190,000 100% S. 8,190,000 2025-2009 S. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. 9. | 4016 | Sherwood | Elwert | Kruger | OR 99W | signal and phasing at intersection with Hwy 99W, and install roundabout at intersection of Cedar Brook Way extension with | \$ | 4,639,866 | 100% | | | \$ 4,639,86 | 66 100% | 6 \$4,639,866 | 2014-2024 | \$ 50,836 | \$ 1,797,588 | \$ 10 | 01,694 | \$ 2, | ,330,709 | \$ 2 | 2,432,403 |
| Advision Herman Larger Farms Clock Survey Clock Survey Clock Survey Surve | 4017 | Sherwood | Elwert | Edy | | | \$ | 5,500,000 | 100% | | | \$ 5,500,0 | 00 100% | \$5,500,000 | 2014-2024 | | | \$ | | \$ | | \$ | - |
| Mode Price Ladd Hill Sunset UGB south Wilder to 3-time arterial status with bits lanes, sidewalfs, and planter etims. S | 4018 | Sherwood | Herman | Langer Farms | Cipole | connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter | \$ | 8,190,000 | 100% | | | \$ 8,190,00 | 00 100% | 6 \$8,190,000 | 2025-2039 | | | \$ | | \$ | - | \$ | - |
| August Bailer Sherwood Langer Bailer Sherwood Langer Sherwood Langer Sherwood Langer Sherwood Langer Sherwood Langer Sherwood Langer Sherwood Sherwoo | 4019 | Sherwood | Ladd Hill | Sunset | UGB south | Widen to 3-lane arterial status with bike lanes, sidewalks, and | \$ | 6,340,000 | 100% | | | \$ 6,340,00 | 00 100% | \$6,340,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 4022 Sherwood Langer Farms of infersection with OR 99W OR | 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 | \$ | 2,000,000 | 100% | | | \$ 2,000,00 | 00 100% | \$2,000,000 | 2014-2024 | | | \$ | , | \$ | - | \$ | - |
| 4022 Sherwood Oregon Railroad crossing Murdock Sherwood Oregon Railroad crossing Murdock Sherwood Oregon | 4021 | Sherwood | Langer Farms | of intersection | OR 99W | | \$ | 3,243,000 | 100% | | | \$ 3,243,00 | 00 100% | \$3,243,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 4024 Sherwood Pine Willamette Sunset | 4022 | Sherwood | Oregon | | Murdock | collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips | \$ | 6,712,000 | 100% | | | \$ 6,712,0 | 00 100% | 6 \$6,712,000 | 2014-2024 | \$ 11,397 | | \$ | 11,397 | \$ | 109,757 | \$ | 121,154 |
| New road extension across railroad tracks from Railroad Street to Willamette Sunset Sun | 4023 | Sherwood | Oregon | Tonquin | | | \$ | 2,940,000 | 100% | | | \$ 2,940,0 | 00 100% | \$2,940,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 4025 Sherwood Langer Lurus only (no lefts from Langer Sherwood Sh | 4024 | Sherwood | Pine | Willamette | Sunset | New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be | \$ | 3,808,260 | 100% | | | \$ 3,808,20 | 60 100% | 6 \$3,808,260 | 2014-2024 | | | \$ | - | \$ | 80,113 | \$ | 80,113 |
| 4026 Sherwood Sherwood Sherwood Century Foundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W \$ 386,233 100% \$386,233 2025-2039 \$ - \$ - \$ \$ | 4025 | Sherwood | Sherwood | Langer | | Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues | \$ | 900,000 | 25% | | | \$ 225,00 | 00 100% | 6 \$225,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| Upgrade road to 3-lane arterial Upgr | | | | | | roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W | | | | | | , ,,,, | | | | | | Ť | - | \$ | | Ť | - |
| 4028 Sherwood Sunset Eucalyptus Aldergrove with bike lanes, sidewalks, planter strips. Address vertical sight \$ 8,316,000 100% \$ 8,316,000 2014-2024 \$ \$ - \$ - \$ | 4027 | Sherwood | Sunset | Main | | | \$ | 250,000 | 100% | | | \$ 250,0 | 00 100% | \$250,000 | 2025-2039 | | | \$ | -] | \$ | | \$ | - |
| uistance issue near rine street. | 4028 | Sherwood | Sunset | Eucalyptus | Aldergrove | with bike lanes, sidewalks, planter | \$ | 8,316,000 | 100% | | | \$ 8,316,00 | 100% | \$8,316,000 | 2014-2024 | | | \$ | | \$ | - | \$ | - |

| 5000 Tiga 5001 Tiga 5002 Tiga | erwood () () () () () () () () () () | 68th 72nd 72nd 72nd 72nd 72nd 72nd | Oregon OR 99W Atlanta OR 99W OR 99W Hampton Hampton Hunziker | Hampton Hunziker | Construct collector status road to serve Tonquin Employment Area and connect Oregon Street to SW 124th Avenue Intersection improvement Intersection improvement Turn lanes Complete Street, consistent with adopted plan up to 5-lanes Add southbound right turn & potected left turn phasing | \$ \$ \$\$\$\$ | 6,400,000 155,196,799 2,394,646 2,000,000 2,000,000 | 100% | | \$ | 6,400,000 | 100% | ©C 400 000 | 2025-2039 | l l | | \$ - | \$ - | \$ | - |
|---|--|--|---|---------------------|--|-----------------------|---|--------------|--|------|------------------------|--------------|-----------------------------|-----------------------------------|------------|--------------|--------------------------|--------------------|----|----------------------|
| 5000 Tiga 5001 Tiga 5001 Tiga 5002 Tiga 5003 Tiga 5005 Tiga 5006 Tiga 5007 Tiga 5007 Tiga 5009 Tiga 5010 Tiga 5011 Tiga 5011 Tiga 5013 Tiga 5013 Tiga | pard 6 pard 6 pard 7 pa | 68th 68th 72nd 72nd 72nd 72nd 72nd | Atlanta OR 99W OR 99W Hampton Hampton | Hampton Hunziker | Intersection improvement Turn lanes Complete Street, consistent with adopted plan up to 5-lanes Add southbound right turn & | \$ | 2,394,646 2,000,000 | | | | | , | \$6,400,000 | 2020-2039 | | | | | | |
| 5001 Tiga 5002 Tiga 5003 Tiga 5004 Tiga 5005 Tiga 5006 Tiga 5007 Tiga 5008 Tiga 5009 Tiga 5010 Tiga 5011 Tiga 5013 Tiga 5013 Tiga | pard (apard) in a pard in | 68th 72nd 72nd 72nd 72nd 72nd | Atlanta OR 99W OR 99W Hampton Hampton | Hampton Hunziker | Intersection improvement Turn lanes Complete Street, consistent with adopted plan up to 5-lanes Add southbound right turn & | \$ | 2,000,000 | | | \$ | 154,459,299 | 10001 | \$154,459,299 | | \$ 112,156 | \$ 1,797,588 | \$ 276,694 | \$ 2,520,579 | \$ | 2,797,273 |
| 5002 Tiga 5003 Tiga 5004 Tiga 5006 Tiga 5006 Tiga 5007 Tiga 5008 Tiga 5009 Tiga 5010 Tiga 5011 Tiga 5011 Tiga 5013 Tiga | jard i jard i jard i jard i jard i jard i jard i jard i | 72nd 72nd 72nd 72nd 72nd | OR 99W OR 99W Hampton | Hampton Hunziker | Turn lanes Complete Street, consistent with adopted plan up to 5-lanes Add southbound right turn & | \$ | | 100% | | \$ | 2,394,646 2,000,000 | 100% 100% | \$2,394,646 \$2,000,000 | 2025-2039 2025-2039 | | | \$ - | \$ <u>:</u> | \$ | |
| 5003 Tiga 5004 Tiga 5005 Tiga 5006 Tiga 5007 Tiga 5008 Tiga 5009 Tiga 5010 Tiga 5011 Tiga 5011 Tiga 5013 Tiga | pard 7 pard 7 pard 7 pard 7 pard 7 pard 7 pard 7 pard 7 pard 7 pard 7 pard 7 pard 7 pard 7 | 72nd 72nd 72nd 72nd | OR 99W Hampton Hampton | Hunziker | adopted plan up to 5-lanes Add southbound right turn & | \$ | | 100% | | \$ | 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | \$ - | \$ | \$ | |
| 5005 Tiga 5006 Tiga 5007 Tiga 5008 Tiga 5009 Tiga 5010 Tiga 5011 Tiga 5012 Tiga 5013 Tiga | gard 7 | 72nd 72nd | Hampton | | | | 15,000,000 | 100% | | \$ | 15,000,000 | 100% | \$15,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5006 Tiga 5007 Tiga 5008 Tiga 5009 Tiga 5010 Tiga 5011 Tiga 5012 Tiga 5013 Tiga | pard 7 | 72nd | | | | \$ | 386,233 | 100% | | \$ | 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5007 Tiga 5008 Tiga 5009 Tiga 5010 Tiga 5011 Tiga 5012 Tiga 5013 Tiga | gard 7 | | Hunziker | | Expand the 217 overpass at 72nd Ave. to accommodate all modes up to 5 lanes | \$ | 30,000,000 | 100% | | \$ | 30,000,000 | 100% | \$30,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5008 Tiga 5009 Tiga 5010 Tiga 5011 Tiga 5012 Tiga 5013 Tiga | pard 7 | 72nd | | Bonita | Complete missing sidewalks and bike lanes | \$ | 7,261,185 | 100% | | \$ | 7,261,185 | 100% | \$7,261,185 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5009 Tiga 5010 Tiga 5011 Tiga 5012 Tiga 5013 Tiga | jard 7 | | Bonita | | Intersection improvement | \$ | 1,114,134 | 100% | | \$ | 1,114,134 | 90% | \$998,380 | 2025-2039 | | | \$ - | \$ | \$ | - |
| 5010 Tiga 5011 Tiga 5012 Tiga 5013 Tiga | | 72nd | Bonita | Durham | Complete Street, consistent with adopted plan up to 5-lanes | \$ | 9,269,598 | 100% | | \$ | 9,269,598 | 100% | \$9,269,598 | 2014-2024 | į ! | | \$ - | \$ - | \$ | - |
| 5011 Tiga 5012 Tiga 5013 Tiga | ard | 72nd | Carman | | NB right turn lane | \$ | 308,987 | 100% | | \$ | 308,987 | 100% | \$308,987 | 2025-2039 | | | \$ - | \$ | \$ | - |
| 5012 Tiga 5013 Tiga | | 72nd | Upper Boones Ferry | | Intersection improvement & signal upgrade | \$ | 1,544,933 | 100% | | \$ | 1,544,933 | 89% | \$1,368,928 | 2025-2039 | | | \$ 13,124 | \$ - | \$ | 13,124 |
| 5013 Tiga | | OR 99W | Walnut | Casada | Intersection improvements | \$ | 5,000,000 | 100% | | \$ | 5,000,000 | 84% | \$4,220,000 | 2014-2024 | \vdash | ¢ 4.700.004 | \$ - | \$ 2 004 075 | \$ | |
| FO14 Tigo | | OR 99W OR 99W | McDonald Durham | Gaarde | WB right turn lane Intersection improvements | \$ | 10.000.000 | 100% | | \$ | 10,000,000 | 91% 99% | \$9,860,000 | 2025-2039 2014-2024 | | \$ 1,769,264 | \$ 1,223,301 \$ - | \$ 3,894,075 | \$ | 5,117,375 |
| 3014 Hga | | 121st | North Dakota | | New signal system | \$ | 231,740 | 100% | | \$ | 231,740 | 100% | \$231,740 | 2025-2039 | | | \$ - | \$ | \$ | |
| 5015 Tiga | jard 1 | 121st | North Dakota | Walnut | Widen to 3 lanes with sidewalks & bikelanes | \$ | 7,647,418 | 100% | | \$ | 7,647,418 | 100% | \$7,647,418 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5016 Tiga | | 121st | Whistler | Tippit | Widen with sidewalks and bike lanes | \$ | 4,325,812 | 100% | | \$ | 4,325,812 | 100% | \$4,325,812 | 2025-2039 | \$ 28,056 | \$ 139,005 | \$ 28,618 | \$ 139,005 | \$ | 167,623 |
| 5017 Tiga 5018 Tiga | | Bonita Bonita | Hall Sequoia | I-5 | Widen to 4 lanes New traffic signal and turn lanes | \$ | 6,179,732 1,000,000 | 100% 100% | | \$ | 6,179,732 1,000,000 | 85% 100% | \$5,272,615 \$1,000,000 | 2014-2024 2014-2024 | \vdash | | \$ - | \$ <u> </u> | \$ | — <u>:</u> |
| 5019 Tiga | ard (| Carman | I-5 | | Turn lanes | \$ | 1,081,453 | 100% | | \$ | 1,081,453 | 100% | \$1,081,453 | 2025-2039 | | | \$ - | \$ | \$ | - |
| 5020 Tiga | jard [| | OR 99W | | Intersection Improvements | \$ | 6,000,000 | 100% | | \$ | 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | | \$ - | \$ | \$ | - |
| 5021 Tiga 5022 Tiga | | Dartmouth Durham | 72nd Upper Boones | 68th | Widen to 4 lanes Intersection improvement | \$ | 1,853,920 1,544,933 | 100% 100% | | \$ | 1,853,920 1,544,933 | 100% 89% | \$1,853,920 \$1,368,928 | 2014-2024 2025-2039 | \$ 874 | | \$ 873,376 \$ 118,649 | 1,576,067 | \$ | 2,449,443 118,649 |
| 5023 Tiga | | Greenburg | Ferry Olsen | Hall | Intersection improvement | \$ | 849.713 | 100% | | \$ | 849,713 | 93% | \$791,613 | 2014-2024 | | | \$ - | \$ | \$ | |
| 5024 Tiga | ard (| | Shady | Tiedeman | Widen to 5 lanes | \$ | 8,000,000 | 100% | | \$ | 8,000,000 | 84% | \$6,745,098 | 2014-2024 | | | \$ - | \$ | \$ | - |
| 5025 Tiga | | Greenburg | Tiedeman | 00.000 | Intersection improvement | -\$ | | 100% | | -\$- | | 84% | \$0 | 2025-2039 | | | \$ - | \$ | \$ | - |
| 5026 Tiga 5027 Tiga | | Greenburg Hall | Tiedeman Pfaffle | OR 99W | Complete street up to 5 lanes New traffic signal and turn lanes | \$ | 14,900,000 | 100% 100% | - | \$ | 14,900,000 | 100% 100% | \$14,900,000 \$1,260,000 | 2014-2024 2014-2024 | \vdash | | \$ - \$ - | \$ | \$ | |
| 5027 Tiga | | Hall | McDonald | | Turn lanes at both intersections; aux lanes between intersections; | \$ | 8,900,000 | 100% | | \$ | 8,900,000 | 93% | \$8,277,000 | 2014-2024 | | | \$ - | \$ | \$ | - |
| 5029 Tiga | | Highway 217 | Hunziker | Tigard Triangle | bike lanes and sidewalks Construct new complete street | \$ | 30,000,000 | 100% | | \$ | 30,000,000 | 100% | \$30,000,000 | 2014-2024 | | | \$ - | \$ | \$ | - |
| 5030 Tiga | | Overcrossing Locust | Greenburg | (Beveland) Hall | overcrossing of Hwy 217 Complete street improvement | \$ | 2,471,893 | 100% | | \$ | 2,471,893 | 100% | \$2,471,893 | 2025-2039 | | | \$ - | \$ | \$ | |
| 5031 Tiga | | McDonald | Hall | | Right turn lane from Hall to McDonald & signal system | \$ | 772,466 | 100% | | \$ | 772,466 | 99% | \$766,702 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5032 Tiga | ard I | Nimbus | Scholls Ferry | | upgrade Intersection improvement | \$ | 1,776,673 | 100% | | \$ | 1,776,673 | 100% | \$1,776,673 | 2025-2039 | | | \$ - | \$ | \$ | |
| 5032 Tiga | | Nimbus | Scholls Ferry | Greenburg | 3-lane extension | \$ | 23,173,994 | 100% | | \$ | 23,173,994 | 100% | \$23,173,994 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5034 Tiga | gard S | Scoffins | Hunziker | Hall | Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal | \$ | 15,000,000 | 100% | | \$ | 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5035 Tiga | ard I | Tiedeman / North Dakota | Tigard | Greenburg | Realign one or both streets so they intersect west of the railroad | \$ | 10,000,000 | 75% | | \$ | 7,500,000 | 89% | \$6,675,000 | 2014-2024 | | _ | \$ - | \$ | \$ | - |
| 5036 Tiga | jaro F | Upper Boones Ferry | Durham | I-5 | Widen to 5 lanes | \$ | 6,000,000 | 100% | | \$ | 6,000,000 | 89% | \$5,340,000 | 2014-2024 | | | \$ 17,752 | | \$ | 17,752 |
| 5037 Tiga 5038 Tiga | | Walnut Walnut | 121st Tiedeman | Tiedeman OR 99W | Widen to 3 lanes Widen to 3 lanes | \$ | 4,325,812 3,862,332 | 100% 100% | | \$ | 4,325,812 3,862,332 | 100% 100% | \$4,325,812 \$3,862,332 | 2025-2039 2025-2039 | igwdown | \$ 37,577 | \$ 5,192 | \$ 8,048,297 | \$ | 8,053,489 |
| 5038 Tiga 5039 Tiga | | | OR 99W | OK 99W | Intersection improvement | \$ | 1,776,673 | 100% | | \$ | 1,776,673 | 100% | \$3,862,332 | 2025-2039 | | | \$ - | \$ - | \$ | <u>-</u> - |
| 5040 Tiga | lard \ | Walnut extension | OR 99W | Scoffins | New 3-lane collector | \$ | 29,353,726 | 100% | | \$ | 29,353,726 | 100% | \$29,353,726 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 5041 Tiga | ard | Washington Square Overcrossing (South) | Nimbus | | 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes | \$ | 39,781,536 | 100% | | \$ | 39,781,536 | 100% | \$39,781,536 | 2025-2039 | | | s - | \$ - | s | - |

| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | TDT 2009- Present | Other Fundin 2009-Presen | g othe | al TDT and er funding 19-Present |
|---------------|----------------------|------------------------------|------------------------------|-----------------------------|--|-------------------------------|--|---------------------------------------|--|-------------------------------|-------------------|----------------------------|---|-----------------|---------------------------|----------------------|-----------------------------|--------|--|
| 5043 | Tigard | Tiedeman- | Fanno Creek | Greenburg | Sidewalk infill and intersection- safety improvements at N Dakota- | \$ | - 100% | | | \$ | - 100% | \$0 | 2014-2024 | \$ 4,599 | | \$ 4,599 | \$ - | \$ | 4,599 |
| 5044 | Tigard | Atlanta | 68th | 74th | and Tigard streets Extend collector roadway | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | | |
| | Tigard | 74th | 99W | Hermoso/Bevel | Extend collector roadway | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | | |
| | | | | and | * | ,, | | | | *,, | | | | | | * | * | | |
| | Tigard Tigard | | Hall 72nd | 99W Hall | Complete street improvement Sidewalk infill and bike lanes | \$ 10,100,000 \$ 2,000,000 | 100% | | | \$ 10,100,000 \$ 2,000,000 | 96% 100% | \$9,696,000 \$2,000,000 | 2014-2024 2014-2024 | | | \$ - \$ - | \$ - | | |
| | Tigard | I-5- Overcrossing | Beveland | Southwood (Lake Oswego) | Bicycle/pedestrian bridge | \$ | 100% | | | \$ | 100% | \$0 | 2025-2039 | | | \$ - | \$ - | | |
| 5049 | Tigard | Wall St Ext | Wall | Tech Center Dr | New Street from Hunziker to Tech Center Dr | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 100% | \$5,000,000 | 2014-2024 | | | \$ - | \$ - | | |
| 5050 | Tigard | Durham/Upper Boones Ferry | Upper Boones Ferry | 92nd Ave | Install traffic signal coordination on Durham and Upper Boones | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 56% | \$560,000 | 2014-2024 | | | \$ - | \$ - | | |
| 5051 | Tigard | | Hall Blvd | | Intersection Improvements | \$ 6,500,000 | | | | \$ 6,500,000 | 100% | \$6,500,000 | 2019-2029 | | | \$ - | \$ - | | |
| 0000 | Tigard | TOTAL | N. I I | 1.005 | M. R | \$ 402,349,542 | | | | \$ 399,849,542 | 000/ | \$383,039,894 | \$74,990 | \$ 61,853 | \$ 9,737,522 | \$ 2,344,997 | \$ 24,664,20 | 3 \$ 2 | 7,009,200 |
| | Tualatin | | Nyberg Lane Tualatin- | | Multi-use path | \$ 9,734,000 | | | | \$ 9,734,000 | 82% | \$8,023,973 | 2025-2039 | | | 3 - | a - | \$ | |
| 6001 | Tualatin | 95th | Sherwood | Avery | Bike lanes | \$ 2,920,000 | 100% | | | \$ 2,920,000 | 100% | \$2,920,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6002 | Tualatin | 105th/Blake/ 108th | Avery | Willow | Widen to 3 lanes, bike lanes & sidewalk | \$ 5,086,000 | 100% | | | \$ 5,086,000 | 100% | \$5,086,000 | 2014-2024 | | | \$ 197,127 | \$ - | \$ | 197,127 |
| 6003 | Tualatin | 115th | Blake | 124th | New street - major collector | \$ 31,446,000 | 100% | | | \$ 31,446,000 | 100% | \$31,446,000 | 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 | 100% | | | \$ 14,000,000 | 100% | \$14,000,000 | 2014-2024 | | | \$ - | \$ 10,10 | 5 \$ | 10,105 |
| 6005 | Tualatin | Avery | Tualatin- Sherwood | Teton | Widen to 3 lanes | \$ 3,600,000 | 100% | | | \$ 3,600,000 | 100% | \$3,600,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Tualatin | Avery | 105th | | Signal - new | \$ 254,914 | 75% | | | \$ 191,185 | 100% | \$191,185 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6007 | Tualatin | Avery Basalt Creek | Teton | | Signal - new | \$ 339,885 | 75% | | | \$ 254,914 | 100% | \$254,914 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6008 | | East-West Arterial | Boones Ferry | | Extend 4/5-lane arterial to I-5. | \$ 5,000,000 | | | | \$ 5,000,000 | 100% | \$5,000,000 | 2040+ | | | \$ - | \$ - | \$ | - |
| | Tualatin | Blake | 124th Lower Boones | | New street - minor collector | \$ 10,000,000 | 100% | | | \$ 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6010 | Tualatin | Boones Ferry | Ferry | | Fill sidewalk gaps | \$ 50,000 | 100% | | | \$ 50,000 | 100% | \$50,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6011 | Tualatin | Boones Ferry | Lower Boones Ferry | Martinazzi | Widen to 5 lanes and bridge | \$ 13,579,200 | 100% | | | \$ 13,579,200 | 90% | \$12,265,084 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6012 | | Boones Ferry | Tualatin- Sherwood | Ibach | Widen to 3 lanes | \$ 5,098,279 | 100% | | | \$ 5,098,279 | 92% | \$4,690,416 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Tualatin | | Ibach Tualatin High | | Widen to 3 lanes | \$ 660,000 | 100% | | | \$ 660,000 | 100% | \$660,000 | 2025-2039 | | | \$ - | \$ - | \$ | |
| 6014 | Tualatin | Boones Ferry | School | South city limits Tualatin- | Fill sidewalk gaps | \$ 315,000 | 100% | | | \$ 315,000 | 100% | \$315,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Tualatin | Cipole | OR 99W | Sherwood | Add left turn lane & bike lanes | \$ 10,196,557 | 100% | | | \$ 10,196,557 | 100% | \$10,196,557 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6016 6017 | Tualatin Tualatin | Cipole Cipole | Cummins Herman | | Signal - new Signal & realign railroad | \$ 339,885 \$ 3,058,967 | 75% 75% | | | \$ 254,914 \$ 2,294,225 | 100% 100% | \$254,914 \$2,294,225 | 2025-2039 2014-2024 | | | \$ - \$ - | \$ - | \$ | |
| | Tualatin | Grahams Ferry | Ibach | Helenius | Widen to 3 lanes, fill sidewalk | \$ 4,980,000 | | | | \$ 4,980,000 | 100% | \$4,980,000 | 2014-2024 | | | \$ - | \$ - | \$ | |
| 6019 | | Grahams Ferry | Helenius | | gaps Signal - new | \$ 254,914 | 75% | | - | \$ 4,900,000 | 100% | \$191,185 | 2025-2039 | ļ | | \$ - | \$ - | \$ | |
| | Tualatin | Hazelbrook | OR 99W | Jurgens | Widen to 3 lanes | \$ 3,543,000 | 100% | | | \$ 3,543,000 | 100% | \$3,543,000 | 2025-2039 | | | \$ - | \$ - | \$ | |
| | Tualatin | Helenius | 109th | | Widen to 3 lanes | \$ 1,403,000 | | | | \$ 1,403,000 | 100% | \$1,403,000 | 2025-2039 | | | \$ | \$ - | \$ | |
| 6022 | Tualatin | Herman | Cipole | Tualatin | Fill sidewalk & bike lane gaps | \$ 3,393,000 | 100% | | | \$ 3,393,000 | 100% | \$3,393,000 | 2014-2024 | | | \$ | \$ - | \$ | - |
| 6023 | Tualatin | Herman | Cipole | 124th | Add left turn lane | \$ 1,563,472 | 100% | | | \$ 1,563,472 | 100% | \$1,563,472 | 2014-2024 | | | \$ - | \$ - | \$ | |
| 6024 | Tualatin Tualatin | Leveton Loop Road | 108th Boones Ferry | Nybera | Signal - new New street - minor collector | \$ 254,914 \$ 4,248,566 | 75% 100% | | - | \$ 191,185 \$ 4,248,566 | 100% 100% | \$191,185 \$4,248,566 | 2025-2039 2025-2039 | | | \$ - \$ - | \$ - | \$ | |
| 6026 | Tualatin | Martinazzi | Boones Ferry | Warm Springs | Bike lane | \$ 2,403,000 | 100% | | | \$ 2,403,000 | 100% | \$2,403,000 | 2014-2024 | i | | \$ - | \$ - | \$ | - |
| 6027 | Tualatin | Martinazzi | Sagert | | Signal/roundabout - new | \$ 2,400,000 | 75% | | | \$ 1,800,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6028 | | McEwan | 65th | Lake Oswego city limit | Widen to 3 lanes | \$ 3,908,680 | | | | \$ 3,908,680 | 100% | \$3,908,680 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6029 | | Myslony | 124th | 112th | Widen to 3 lanes, add bridge Widen to 3 lanes, add sidewalks & | \$ 14,030,000 | | | - | \$ 14,030,000 | 100% | \$14,030,000 | 2014-2024 | \$ 1,302,242 | | \$ 1,846,799 | | 9 \$ | 2,446,168 |
| 6030 | Tualatin Tualatin | Norwood Sagert | Boones Ferry I-5 overpass | East city limits | bike lanes Bike lanes & sidewalks | \$ 3,129,000 \$ 3,282,000 | 100% | | | \$ 3,129,000 \$ 3,282,000 | 100% | \$3,129,000 | 2014-2024 | | | \$ - | \$ - \$ - | \$ | |
| 6032 | Tualatin | Sagert | 65th | 7 211U | Signal - new | \$ 3,282,000 | 75% | | 1 | \$ 509,828 | 100% | \$509,828 | 2028-2040 | 1 | | \$ - | \$ - | \$ | |
| | Tualatin | | Tualatin | | Signal - new | \$ 609,000 | | | | \$ 456,750 | 100% | \$456,750 | 2014-2024 | | | \$ - | \$ - | \$ | |
| 6034 | Tualatin | Teton | Herman | Tualatin- Sherwood | Widen to 3 lanes | \$ 2,464,000 | 100% | | | \$ 2,464,000 | 100% | \$2,464,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6035 | Tualatin | Teton | Tualatin- Sherwood | | Add SB right turn lane | \$ 890,000 | 100% | | | \$ 890,000 | 100% | \$890,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6036 | Tualatin | Tualatin | 115th | | Signal - new | \$ 609,000 | 75% | | | \$ 456,750 | 100% | \$456,750 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6037 | Tualatin | Tualatin- Sherwood | Boones Ferry | | Add EB right turn lane | \$ 792,000 | 100% | | | \$ 792,000 | 100% | \$792,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |

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| Project | | | | | | Project Cost | Proportion of Project Related to | Other Primary Funding | Other Primary Funding | Eligible Capacity | Growth | Eligible SDC | Estimated Project Completion | FY 18-19 | FY 18-19 | TDT 2009- | Other Funding | Total TDT and other funding |
|---------|--------------------|---------------------------------------|---------------------------|-------------------------|--|--------------------------------|--|-----------------------------|-----------------------------|--------------------------------|--------------|------------------------------|------------------------------------|--------------|---------------|----------------|----------------------|-----------------------------|
| ID | Jurisdiction | Facility | From | То | Project | (2014\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | TDT | Other Funding | Present | 2009-Present | 2009-Present |
| 6038 | Tualatin | Nyberg | I-5 | | Additional on-ramp lane from westbound Nyberg to northbound I- 5 (NE guadrant of interchange) | \$ 792,000 | 100% | | | \$ 792,000 | 100% | \$792,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tualatin | TOTAL | <u>l</u> | | o (NE quadrant of interentinge) | \$ 171,308,004 | | | | \$ 169,107,692 | | \$165,675,686 | | \$ 1,302,242 | \$ - | \$ 2,043,927 | \$ 609,474 | \$ 2,653,401 |
| 1000 | Wash Co | 80th | Oleson | Oak | Add sidewalks and bike lanes; add turn lanes at appropriate | \$ 13,000,000 | 90% | | | \$ 11,700,000 | 100% | \$11,700,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1001 | Wash Co | 92nd/Allen | Scholls Ferry | Garden Home | intersections Widen to 3 lanes | \$ 3,922,000 | 100% | | | \$ 3,922,000 | 85% | \$3,325,673 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1002 | Wash Co | 113th | McDaniel | Rainmont | New 2-lane collector road | \$ 6,000,000 | 100% | | | \$ 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1003 | Wash Co | 113th | Rainmont | Cornell | Sidewalk infill | \$ 6,300,000 | 90% | | | \$ 5,670,000 | 100% | \$5,670,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1004 | Wash Co | 119th | McDaniel | Cornell | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 12,000,000 | 90% | | | \$ 10,800,000 | 100% | \$10,800,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1005 | Wash Co | 160th | TV Hwy | Farmington | | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$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 | \$ 15,277,000 | 100% | | | \$ 15,277,000 | 84% | \$12,839,181 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Wash Co | 173rd | Bronson | Cornell | Extend 173rd Ave under or over US 26 connecting to 174th Ave | \$ 58,640,000 | | | | \$ 58,640,000 | 100% | \$58,640,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co Wash Co | 174th 175th | Meadowgrass Pigert | Bronson Weir | Widen to 3 lanes Widen to 3 lanes | \$ 16,230,000 \$ 13,950,000 | | | ļ | \$ 16,230,000 \$ 13,950,000 | 100% 100% | \$16,230,000 \$13,950,000 | 2025-2039 | | 1 | \$ - | \$ - | \$ - |
| | Wash Co | 175th 175th | Rigert Kemmer | vv eli | Intersection improvement | \$ 13,950,000 | | | 1 | \$ 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | \$ 3,759,180 | \$ - | \$ 6.846.449 | \$ 6.846.449 |
| | Wash Co | 175th | Outlook | Horse Tale | Realign roadway, improve to standard | \$ 6,000,000 | | | | \$ 1,500,000 | 100% | \$1,500,000 | 2025-2039 | | ψ 0,100,100 | \$ - | \$ - | \$ - |
| 1012 | Wash Co | 185th | UGB | Springville | Widen to 3 lanes | \$ 5,000,000 | | | | \$ 5,000,000 | 100% | \$5,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1013 | Wash Co Wash Co | 185th 185th | Springville Blanton | West Union | Widen to 5 lanes Widen to 5 lanes | \$ 5,100,000 \$ 12,163,000 | | | | \$ 5,100,000 \$ 12,163,000 | 97% | \$4,948,515 \$12,163,000 | 2014-2024 2025-2039 | | | \$ - | \$ 5,985,834 | \$ 5,985,834 |
| | Wash Co | 185th | Farmington | Farmington Bany | Widen to 3 lanes | \$ 12,163,000 | | | | \$ 12,163,000 | 100% | \$14,522,370 | 2025-2039 | | \$ 61.918 | \$ - | \$ 86.658 | \$ 86,658 |
| | Wash Co | 197th/198th | Baseline | Alexander | Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset | \$ 18,000,000 | | | | \$ 16,200,000 | | \$16,200,000 | 2040+ | | Ψ 01,010 | \$ - | \$ - | \$ - |
| | Wash Co | 198th | Alexander | Blanton | Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy | \$ 10,450,000 | | | | \$ 10,450,000 | 100% | \$10,450,000 | 2014-2024 | | \$ 2,102,970 | \$ - | \$ 3,016,622 | |
| | Wash Co | 198th | Blanton | Farmington | Widen to 3 lanes Widen to 5 lanes; replace bridge | \$ 27,900,000 | 1 | | | \$ 27,900,000 | 100% | \$27,900,000 | 2014-2024 | | \$ 5,614,627 | \$ - | \$ 8,768,595 | \$ 8,768,595 |
| | Wash Co | 205th/206th | Quatama | Baseline | over Beaverton Creek Widen to 5 lanes; reconstruct rail crossing and signal, add EB right | \$ 31,000,000 | | | | \$ 31,000,000 | 100% | \$31,000,000 | 2025-2039 | | | \$ - | \$ 409,467 | \$ 409,467 |
| 1020 | Wash Co | 209th | TV Hwy | Farmington | Butternut Creek bridge Add sidewalks, streetscape | \$ 44,396,000 | 100% | | | \$ 44,396,000 | 100% | \$44,396,000 | 2014-2024 | | \$ 1,510,560 | \$ - | \$ 4,081,088 | \$ 4,081,088 |
| 1021 | Wash Co | Alexander | 192nd | 178th | features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections | \$ 9,293,000 | 90% | | | \$ 8,363,700 | 100% | \$8,363,700 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1022 | Wash Co | Barnes | 119th | Cedar Hills | Widen to 5 lanes | \$ 4,000,000 | 100% | | | \$ 4,000,000 | 77% | \$3,072,464 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1023 | Wash Co | Barnes | Catlin Gabel entrance | Miller | Widen to 5 lanes | \$ 18,000,000 | 100% | | | \$ 18,000,000 | 88% | \$15,824,176 | 2014-2024 | | \$ 40,771 | \$ - | \$ 166,174 | \$ 166,174 |
| 1024 | Wash Co | Barnes | Miller | County line | Widen to 3 lanes | \$ 8,800,000 | 100% | | | \$ 8,800,000 | 100% | \$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 | 100% | | | \$ 30,000,000 | 100% | \$30,000,000 | 2025-2039 | | | \$ - | \$ 10,105 | \$ 10,105 |
| | Wash Co | Beef Bend | 150th | 131st | Widen to 3 lanes | \$ 15,000,000 | | | | \$ 15,000,000 | 100% | \$15,000,000 | 2040+ | | | \$ - | \$ - | \$ - |
| | Wash Co Wash Co | Bull Mountain Butner | Roy Rogers Murray | OR 99W Cedar Hills | Widen to 3 lanes Add sidewalks and bike lanes; add turn lanes at appropriate | \$ 34,000,000 \$ 12,730,247 | | | | \$ 34,000,000 \$ 11,457,223 | 84% | \$28,697,248 \$11,457,223 | 2040+ | | \$ 221,472 | \$ - | \$ 236 \$ 483,458 | \$ 236 \$ 483,458 |
| 4000 | W1-0- | 0 | 0 | 01 | intersections | 0.100.000 | 400 | | | 0.40.000 | 40001 | #0.40.00C | 0005 0005 | | ļ | • | | |
| | Wash Co Wash Co | Clutter/Ridder Cornelius Pass | Grahams Ferry Frances | Garden Acres TV Highway | Widen to 3 lanes Widen to 5 lanes | \$ 2,100,000 \$ 11,307,000 | | | | \$ 840,000 \$ 11,307,000 | 100% | \$840,000 \$11,307,000 | 2025-2039 | | \$ 672,016 | \$ - \$ 528 | \$ - \$ 1,717,761 | \$ - \$ 1,718,288 |
| | Wash Co | Cornell | US 26 | Murray | Widen to 5 lanes | \$ 40.620.000 | 100% | | - | \$ 40.620.000 | 100% | \$40.620.000 | 2025-2039 | | ,510 | \$. | \$ 1,210,641 | \$ 1,210,641 |
| | Wash Co | Cornell | 143rd / Science Park | wunay | Reconfigure intersection | \$ 12,400,000 | | | | \$ 12,400,000 | 100% | \$12,400,000 | 2025-2039 | | | \$ - | \$ 1,210,641 | \$ 1,210,641 |
| 1033 | Wash Co | Cornell | 102nd | County line | Widen to 3 lanes | \$ 18,000,000 | 100% | | | \$ 18,000,000 | 100% | \$18,000,000 | 2040+ | | 1 | \$ - | \$ - | \$ - |
| 1034 | | Elligsen | Wilsonville city limit | 65th | Widen to 3 lanes, add turn pockets & signal at 65th | \$ 5,000,000 | | | | \$ 3,000,000 | 100% | \$3,000,000 | 2025-2039 | _ | | \$ - | \$ - | \$ - |
| 1035 | | Evergreen | East of 25th | West of 253rd | Multi-modal improvements | \$ 1,800,000 | | | | \$ 1,800,000 | 100% | \$1,800,000 | 2008-2017 | | - | \$ - | \$ 679 | \$ 679 |
| | Wash Co Wash Co | Farmington Farmington | 209th 185th | 185th Kinnaman | Widen to 5 lanes Widen to 5 lanes | \$ 42,000,000 \$ 27,299,000 | | | | \$ 42,000,000 \$ 27,299,000 | 85% 99% | \$35,853,659 \$26,944,468 | 2025-2039 2025-2039 | | + | \$ - | \$ - | \$ - |
| | Wash Co | Fischer | 131st | OR 99W | Add sidewalks and bike lanes; add turn lanes at appropriate | \$ 4,580,000 | 90% | | | \$ 4,122,000 | 100% | \$4,122,000 | 2025-2039 | | \$ 6,652 | \$ 472,713 | \$ 2,443,770 | 7 |
| | Wash Co | Garden Home | 92nd | Oleson | intersections Widen to 3 lanes | \$ 9,000,000 | 100% | | | \$ 9,000,000 | 100% | \$9,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Germantown | Cornelius Pass | | | \$ 3,000,000 | | | | \$ 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | \$ 232,702 | | \$ 268,787 | \$ 268,787 |
| 1041 | Wash Co | Germantown | 185th | | Intersection improvement | \$ 3,000,000 | 100% | | 1 | \$ 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ - | \$ - | ٠ - |

| Project ID | Jurisdiction | Facility | From | To | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
|---------------|--------------------|------------------------------|-------------------------|-----------------------|--|------------------------------|--|---|--|--------------------------------|-----------------|------------------------------|---|-----------------|---------------------------|----------------------|----------------------------|--|
| | Wash Co Wash Co | Glencoe/1st Grahams Ferry | Harewood Helenius | Jackson Clay | Widen to 3 lanes Widen to 3 lanes; add signal and | \$ 10,700,00 \$ 11,100,00 | | | | \$ 10,700,000 \$ 11,100,000 | 100% | \$10,700,000 \$11,100,000 | 2025-2039 | | | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| | Wash Co | Grahams Ferry | | County line | improve geometry at Tonquin Rd Widen to 3 lanes; upgrade railroad | \$ 9,700,00 | | | | \$ 9,700,000 | 100% | \$9,700,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | , | | | crossing; add signal at Clutter Rd | | | | | | | | | | | Ψ | Ψ - | Ψ - |
| 1045 1046 | Wash Co Wash Co | Greenburg Hall | Hall Scholls Ferry | Locust Oleson | Widen to 5 lanes Widen to 5 lanes | \$ 23,019,50 \$ 2,401,00 | | | | \$ 23,019,501 \$ 2,401,000 | 93% 100% | \$21,445,518 \$2,401,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Hall | Oleson | OR 99W | Widen to 3 lanes | \$ 13,800,00 | | | | \$ 13,800,000 | 95% | \$13,164,474 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1048 | Wash Co | Hall | OR 99W | Durham | Widen up to 5 lanes | \$ 42,500,00 | 100% | | | \$ 42,500,000 | 92% | \$39,022,727 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co Wash Co | Jenkins Johnson | 158th Cornelius Pass | Murray 185th | Widen to 5 lanes Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 15,530,00 \$ 24,333,00 | | | | \$ 15,530,000 \$ 21,899,700 | 79% 100% | \$12,253,028 \$21,899,700 | 2014-2024 | \$ 315,982 | \$ 1,436,179 | \$ - \$ 315,982 | \$ 3,875,632 | \$ 3,875,632 \$ 315,982 |
| 1051 | Wash Co | Johnson | 185th | 170th | Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing section over drainage | \$ 14,027,00 | 95% | | | \$ 13,325,650 | 100% | \$13,325,650 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1052 | Wash Co | Kaiser/143rd | Bethany | Cornell | Widen to 3 lanes | \$ 38,357,00 | 0 100% | | | \$ 38,357,000 | 100% | \$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 | \$ 26,810,00 | 90% | | | \$ 24,129,000 | 100% | \$24,129,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1054 | Wash Co | Kinnaman | 198th | | Realign offset intersection, signalize or add roundabout | \$ 4,971,00 | 100% | | | \$ 4,971,000 | 100% | \$4,971,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1055 | Wash Co | Laidlaw | Skycrest | Lakeview | Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 10,000,000 | 90% | | | \$ 9,000,000 | 100% | \$9,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1056 | Wash Co | Laidlaw | Saltzman | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 22,000,000 | 90% | | | \$ 19,800,000 | 100% | \$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 | \$ 10,000,000 | 90% | | | \$ 9,000,000 | 100% | \$9,000,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1058 | Wash Co | McDaniel | 119th | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 21,000,000 | | | | \$ 18,900,000 | 100% | \$18,900,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1059 | Wash Co | Merlo | 170th | MAX Light Rail | | \$ 16,635,00 | 0 100% | | | \$ 16,635,000 | 100% | \$ 16,635,000 | 2014-2024 | | | \$ - | \$ 1,292,697 | \$ 1,292,697 |
| 1060 | Wash Co | Miller Hill | Farmington | Gassner | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 9,000,00 | 90% | | | \$ 8,100,000 | 100% | \$8,100,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | | Scholls Ferry | Fanno Creek bridge | Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy | \$ 34,200,00 | | | | \$ 34,200,000 | 100% | \$34,200,000 | 2014-2024 | | | \$ - | \$ 4,608,174 | \$ 4,608,174 |
| 1062 | Wash Co | River | Farmington | | Intersection improvement Realign 2/3-lane collector road, | \$ 3,000,000 | 100% | | | \$ 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1063 | Wash Co | Saltzman | Laidlaw | Bayonne | | \$ 11,100,000 | 100% | | | \$ 11,100,000 | 100% | \$11,100,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1064 | Wash Co | Saltzman | Bayonne | Bauer Woods | Widen to 3 lanes | \$ 8,000,000 | 100% | | | \$ 8,000,000 | 100% | \$8,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1065 | Wash Co | Scholls Ferry | Beaverton- | Allen | Widen to 3 lanes | \$ 22,587,00 | 0 100% | | | \$ 22,587,000 | 100% | \$22,587,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Scholls Ferry | Hillsdale Hall | - | Intersection capacity and signal | \$ 2,549,13 | | | + | \$ 2,549,139 | 100% | \$2,549,139 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | | , | | 101.1 | improvements | | | | 1 | -,0.0,.00 | | | | | | * | * | * |
| | Wash Co | Scholls Ferry | OR 217 | 121st | Widen to 7 lanes Intersection capacity and signal | \$ 20,547,60 | | | 1 | \$ 20,547,608 | 91% | \$18,745,186 | 2040+ | | | \$ - | \$ 1,644,864 | \$ 1,644,864 |
| | Wash Co | Scholls Ferry | Murray | | improvements | \$ 1,390,44 | | | | \$ 1,390,440 | 100% | \$1,390,440 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Wash Co | Springville | 185th | | Widen to 5 lanes | \$ 11,100,00 | | | | \$ 11,100,000 \$ 3,600,000 | 100% | \$11,100,000 | 2014-2024 | ¢ 44.400 | | | \$ 10,318,936 | |
| | Wash Co Wash Co | Springville Taylors Ferry | PCC entrance Oleson | Kaiser Washington | Widen to 3 lanes New 2/3-lane road | \$ 3,600,00 \$ 4,390,00 | | | 1 | \$ 3,600,000 \$ 4,390,000 | 100% | \$3,600,000 \$4,390,000 | 2014-2024 2025-2039 | \$ 44,162 | \$ 2,886,202 | \$ 44,162 \$ - | \$ 3,898,441 | \$ 3,942,603 |
| | Wash Co | | Saltzman | County line | Widen to 3 lanes | \$ 37,000,000 | | | | \$ 37,000,000 | 100% | \$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 | \$ 10,500,00 | 100% | | | \$ 10,500,000 | 100% | \$10,500,000 | 2018-2025 | | | \$ - | \$ 618 | \$ 618 |
| 1074 | Wash Co | Tualatin- Sherwood | Langer Farms | Teton | Widen to 5 lanes | \$ 31,500,00 | 100% | Willamette Water Supply, MSTIP | | \$ 31,500,000 | 93% | \$29,295,000 | 2014-2024 | \$ 529 | | \$ 3,242 | \$ 2,151,468 | \$ 2,154,710 |
| 1075 | Wash Co | Tualatin- Sherwood | Baler | | intersection | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1076 | Wash Co | Walker | 194th extension | 185th | Widen to 5 lanes, right-of-way for turn/auxiliary lanes | \$ 20,000,00 | 100% | | | \$ 20,000,000 | 100% | \$20,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1077 | Wash Co | Walker | 185th | 173rd | Widen to 5 lanes | \$ 13,570,00 | 0 100% | | | \$ 13,570,000 | 68% | \$9,277,449 | 2014-2024 | | \$ 668,739 | \$ - | \$ 1,203,974 | \$ 1,203,974 |
| 1078 | Wash Co | Walker | 158th | | Intersection capacity and signal | \$ 2,549,13 | 9 100% | | | \$ 2,549,139 | 100% | \$2,549,139 | 2014-2024 | | \$ 763,204 | \$ - | \$ 1,837,037 | \$ 1,837,037 |
| 0 | 1 | | | OR 217 | improvements Widen to 5 lanes | \$ 33.000.00 | | | | \$ 33.000.000 | 90% | \$29.758.929 | 2014-2024 | | \$ 850,698 | ¢ _ | \$ 6.917.560 | \$ 6.917.560 |

| 1080 Wash C 1081 Wash C 1082 Wash C 1083 Wash C 1084 Wash C 1086 Wash C 1086 Wash C 1087 Wash C 1088 Wash C 1089 Wash C 1099 Wash C 1090 Wash C 1091 Wash C 1092 Wash C 1093 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C 1098 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C | Co | Inion 185th Walker Walker Walker Under Circle A 158th Ingers Borchers Ingers | 185th 143rd MAX Light Rail MAX Light Rail Max Eight Rail Max Eight Rail Murray Sherwood UGB Tigard UGB Farmington Bull Mountain Beef Bend UGB County line County line Cornell Nimbus County line | Widen to 5 lanes Widen to 5 lanes Widen to 5 lanes Additional turn lanes and auxiliary lanes Realign 3-lane arterial Widen to 5 lanes Widen to 5 lanes Widen to 5 lanes Widen to 5 lanes Widen to 5 lanes Widen to 4/5 lanes New 3-lane road extension New 3-lane road extension New 3-lane road extension Realign curves; widen to 3-lanes Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union Widening, bicycle and pedestrian | \$ 26,192,00 \$ 34,870,00 \$ 8,100,00 \$ 15,000,00 \$ 10,200,00 \$ 10,200,00 \$ 31,800,00 \$ 72,900,00 \$ 12,000,000 \$ 10,000,000 \$ 10,000,000 \$ 110,000,000 \$ 12,000,000 | 0 100% 0 100% 100% 100% 100% | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 26,192,000 34,870,000 34,870,000 15,000,000 15,000,000 10,200,000 112,000,000 30,000,000 31,800,000 72,900,000 10,000,000 10,000,000 10,000,000 12,000,000 12,000,000 | 100% 100% 100% 100% 100% 70% 95% 100% 100% 100% 100% 100% | \$26,192,000 \$34,870,000 \$15,000,000 \$15,000,000 \$17,140,000 \$11,400,000 \$21,000,000 \$31,800,000 \$31,800,000 \$12,000,000 \$10,000,000 \$10,000,000 \$10,000,000 \$110,000,000 | 2014-2024 2025-2039 2014-2024 2014-2024 2014-2024 2014-2025 2025-2039 2018-2030 2018-2030 2018-2030 2018-2030 2018-2030 2019-2030 2019-2030 | \$ 2,000,000 | \$ 85,290 \$ 496,648 \$ 20,359 \$ 20,536 \$ 574,499 | \$ - \$ - | 0000 | \$ 379,444 \$ 15,244 \$ 8,166,444 \$ | \$ 379,444 \$ 15,244 \$ 10,166,444 \$ 2,099,640 \$ 2,099,640 \$ 2,095,640 \$ - \$ 2,097,640 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - |
|---|--|--|--|---|---|--|---|---|---|--|---|--|--------------|---|---|------|---|---|
| 1082 Wash C 1083 Wash C 1084 Wash C 1085 Wash C 1086 Wash C 1087 Wash C 1089 Wash C 1090 Wash C 1091 Wash C 1092 Wash C 1093 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C | Co | Walker Wa | MAX Light Rail Saltzman Murray Sherwood UGB Tigard UGB Farmington Bull Mountain Beef Bend UGB County line County wide Cornell Nimbus County line | Widen to 5 lanes Additional turn lanes and auxiliary lanes Realign 3-lane arterial Widen to 5 lanes Widen to 5 lanes Widen to 5 lanes Widen to 6 lanes Widen to 4/5 lanes New 3-lane road extension New 3-lane road extension New 3-lane road extension Realign curves; widen to 3-lanes Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 8,100,00 \$ 15,000,00 \$ 16,000,00 \$ 10,200,00 \$ 12,000,00 \$ 31,800,00 \$ 72,900,00 \$ 12,000,000 \$ 10,000,000 \$ 7,000,000 | 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 100% 100% 100% 100% 100% | | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 8,100,000 15,000,000 6,000,000 10,200,000 12,000,000 30,000,000 31,800,000 72,900,000 48,500,000 12,000,000 10,000,000 10,000,000 | 100% 100% 70% 95% 700% 100% 100% 100% 100% 100% 100% | \$8,100,000 \$15,000,000 \$15,000,000 \$7,140,000 \$7,140,000 \$21,000,000 \$31,800,000 \$31,800,000 \$48,500,000 \$10,000,000 \$10,000,000 \$10,000,000 | 2014-2024 2014-2024 2014-2024 2014-2025 2014-2025 2025-2039 2018-2030 2018-2030 2018-2030 2018-2030 2018-2030 2018-2030 2018-2030 | \$ 2,000,000 | \$ 20,359 | \$ 2,000,0 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | 0000 | \$ 8,166,444 \$ - \$ - \$ 2,099,640 \$ 20,536 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ 10,166,444 \$ - \$ 2,099,640 \$ 2,099,640 \$ - \$ 20,536 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - |
| 1083 Wash C 1084 Wash C 1085 Wash C 1086 Wash C 1087 Wash C 1089 Wash C 1090 Wash C 1091 Wash C 1092 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C | Co Murray Co Thompsor Co Walker Co Roy Roge Co Roy Roge Co Cornelius Co Tile Flat Co Grabhor Co Kaiser Co Science P Dr Co Hall Blvd Co Cornelius | Walker Son Circle A 158th Igers Borchers Igers Sherwood UGB Iss Pass Rosedale It Scholls Ferry It Bull Mountain Farmington Springville rials and ors Park Murray Murray Murray Mus Pass West Union | Saltzman Murray Sherwood UGB Tigard UGB Farmington Buil Mountain Beef Bend UGB County line Countywide Cornell Nimbus County line | Additional turn lanes and auxiliary lanes Realign 3-lane arterial Widen to 5 lanes Widen to 5 lanes Widen to 5 lanes Widen to 15 lanes Widen to 5 lanes Widen to 4/5 lanes New 3-lane road extension New 3-lane road extension New 3-lane road extension New 3-lane road extension New 3-lane road extension New 3-lane road extension Acadigm corres; widen to 3-lanes Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 15,000,000 \$ 6,000,000 \$ 10,200,000 \$ 12,000,000 \$ 30,000,000 \$ 72,900,000 \$ 48,500,000 \$ 12,000,000 \$ 10,000,000 \$ 7,000,000 | 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 100% 100% 100% 100% | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,000,000 6,000,000 10,200,000 30,000,000 31,800,000 72,900,000 48,500,000 5,300,000 12,000,000 10,000,000 10,000,000 | 100% 100% 70% 95% 70% 100% 100% 100% 100% 100% | \$15,000,000 \$6,000,000 \$7,140,000 \$7,140,000 \$21,000,000 \$21,800,000 \$31,800,000 \$72,900,000 \$48,500,000 \$53,000,000 \$10,000,000 \$7,000,000 | 2014-2024 2014-2024 2014-2024 2014-2025 2025-2039 2018-2030 2018-2030 2025-2039 2018-2030 2018-2030 2018-2030 2018-2030 2018-2030 | \$ 2,000,000 | \$ 20,359 | \$ - \$ - \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ - \$ \$ \$ \$ \$ \$ \$ \$ - \$ | | \$ - \$ 2,099,640 \$ - \$ 20,536 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 2,099,640 \$ - \$ 20,536 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - |
| 1084 Wash C 1085 Wash C 1086 Wash C 1087 Wash C 1088 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1099 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C | CO Thompsor CO Walker CO Roy Rogei CO Roy Rogei CO Cornelius CO Tile Flat CO Grabhor CO Kaiser CO Science P Dr CO Hall Blvd CO Cornelius | son Circle A 158th 158th 159ers Borchers 159ers Sherwood UGB 159 Rosedale 159 Rosedale 159 Rosedale 159 Rosedale 159 Rosedale 159 Rosedale 159 Rosedale 159 Rosedale 150 Rosed | Murray Sherwood UGB Tigard UGB Farmington Bull Mountain Beef Bend UGB County line County wide Cornell Nimbus County line | lanes Realign 3-lane arterial Widen to 5 lanes Widen to 5 lanes Widen to 5 lanes Widen to 4/5 lanes New 3-lane road extension New 3-lane road extension New 3-lane road extension Realign curves; widen to 3-lanes Widen to 5 lanes Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 6,000,00 \$ 10,200,00 \$ 12,000,00 \$ 30,000,00 \$ 72,900,00 \$ 48,500,00 \$ 12,000,000 \$ 10,000,000 \$ 7,000,000 | 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 100% | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 6,000,000 10,200,000 12,000,000 30,000,000 31,800,000 72,900,000 5,300,000 12,000,000 10,000,000 7,000,000 | 100% 70% 95% 70% 100% 100% 100% 100% 100% | \$6,000,000 \$7,140,000 \$11,400,000 \$21,000,000 \$31,800,000 \$72,900,000 \$48,500,000 \$12,000,000 \$10,000,000 \$7,000,000 | 2014-2024 2014-2024 2014-2025 2025-2039 2018-2030 2018-2030 2018-2030 2025-2039 2018-2030 2018-2030 2018-2030 2019-2030 | | \$ 20,536 | \$ - \$ - \$ - \$ - \$ - | | \$ 2,099,640 \$ - \$ - \$ 20,536 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | \$ - \$ 2,099,640 \$ - \$ 20,536 \$ - \$ \$ - \$ \$ - \$ \$ - \$ \$ 574,499 \$ \$ - \$ \$ |
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| 1096 Wash C 1087 Wash C 1088 Wash C 1089 Wash C 1099 Wash C 1091 Wash C 1092 Wash C 1093 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1099 Wash C 1098 Wash C | Co | ggers Sorchers ggers Sherwood UGB us Pass Rosedale ut Scholls Ferry ut Bull Mountain um Farmington Springville rials and countywide Park Murray rd Scholls Ferry us Pass West Union | Sherwood UGB Tigard UGB Tigard UGB Farmington Bull Mountain Beef Bend UGB County line County wide Cornell Nimbus County line | Widen to 5 lanes Widen to 4/5 lanes Widen to 4/5 lanes New 3-lane road extension New 3-lane road extension Realign curves; widen to 3-lanes Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 12,000,000 \$ 30,000,000 \$ 31,800,000 \$ 72,900,000 \$ 12,000,000 \$ 10,000,000 \$ 7,000,000 \$ 10,000,000 | 0 100% 0 100% 0 100% 0 100% 0 100% 0 100% 100% | | \$ \$ \$ | 12,000,000 30,000,000 72,900,000 48,500,000 5,300,000 12,000,000 7,000,000 10,000,000 | 95% 70% 100% 100% 100% 100% 100% 100% | \$11,400,000 \$21,000,000 \$21,000,000 \$31,800,000 \$72,900,000 \$44,500,000 \$12,000,000 \$10,000,000 \$7,000,000 | 2014-2025 2025-2039 2018-2030 2018-2030 2018-2030 2025-2039 2018-2030 2018-2030 2019-2030 | | \$ 20,536 | \$ - \$ - \$ - \$ - \$ - | | \$ - \$ 20,536 \$ - \$ - \$ - \$ 574,499 \$ - \$ - | \$ - \$ 20,536 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - |
| 1087 Wash C 1088 Wash C 1089 Wash C 1090 Wash C 1091 Wash C 1092 Wash C 1094 Wash C 1095 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C | CO Roy Rogel CO Cornelius CO Tile Flat CO Tile Flat CO Grabborn CO Kaiser All arterial collectors CO Dr CO Hall Blvd CO Cornelius | ggers Shenwood UGB us Pass Rosedale tit Scholls Ferry tit Bull Mountain orn Farmington Springyille rials and ors Park Murray vd Scholls Ferry us Pass West Union | Tigard UGB Farmington Bull Mountain Beef Bend UGB County line Countywide Cornell Nimbus County line | Widen to 4/5 lanes New 3-lane road extension New 3-lane road extension New 3-lane road extension New 3-lane road extension Realign curves; widen to 3-lanes Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 30,000,00 \$ 31,800,00 \$ 72,900,00 \$ 48,500,00 \$ 12,000,000 \$ 10,000,000 \$ 7,000,000 | 0 100% 0 100% 0 100% 0 100% 0 100% 100% | | \$ \$ \$ \$ \$ \$ \$ \$ | 30,000,000 31,800,000 72,900,000 5,300,000 12,000,000 10,000,000 7,000,000 | 70% 100% 100% 100% 100% 100% 100% 100% | \$21,000,000 \$31,800,000 \$72,900,000 \$48,500,000 \$5,300,000 \$ 12,000,000 \$ 10,000,000 \$7,000,000 | 2025-2039 2018-2030 2018-2030 2018-2030 2025-2039 2018-2030 2018-2030 2019-2030 | | | \$ - \$ - \$ - \$ - \$ - | - 3 | \$ 20,536 \$ - \$ - \$ - \$ - \$ - \$ 574,499 \$ - \$ - | \$ - \$ - \$ - \$ - \$ 574,499 \$ - \$ - |
| 1088 Wash C 1099 Wash C 1091 Wash C 1091 Wash C 1092 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C 1098 Wash C | CO Cornelius CO Tile Flat CO Tile Flat CO Tile Flat CO Grabhorn CO Kaiser CO All arterial collectors CO Science P Dr CO Hall Blvd CO Cornelius | us Pass Rosedale tt Scholls Ferry tt Bull Mountain orn Farmington Springyille rials and Countywide a Park Murray d Scholls Ferry us Pass West Union | Farmington Bull Mountain Beef Bend UGB County line Countywide Cornell Nimbus County line | New 3-lane road extension New 3-lane road extension New 3-lane road extension Realign curves; widen to 3-lanes Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 31,800,00 \$ 72,900,00 \$ 48,500,00 \$ 5,300,00 \$ 12,000,000 \$ 7,000,00 \$ 10,000,00 | 0 100% 0 100% 0 100% 0 100% 100% 100% 10 | | \$ \$ \$ | 31,800,000 72,900,000 48,500,000 5,300,000 12,000,000 10,000,000 7,000,000 | 100% 100% 100% 100% 100% 100% 100% | \$31,800,000 \$72,900,000 \$48,500,000 \$5,300,000 \$ 12,000,000 \$ 10,000,000 \$7,000,000 | 2018-2030 2018-2030 2018-2030 2025-2039 2018-2030 2018-2030 2019-2030 | | | \$ - \$ - \$ - \$ - | - 3 | \$ 20,536 \$ - \$ - \$ - \$ - \$ 574,499 \$ - | \$ - \$ - \$ - \$ - \$ 574,499 \$ - \$ - |
| 1098 Wash C 1090 Wash C 1091 Wash C 1092 Wash C 1093 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C Wash C Wash C Wash C Wash C Wash C Wash C Wash C Wash C Wash C Wash C | Co | att Scholls Ferry The Bull Mountain The Farmington Springville Trials and Ors The Park Murray The Murray The Bull Mountain The Farmington The | Bull Mountain Beef Bend UGB County line Countywide Cornell Nimbus County line | New 3-lane road extension New 3-lane road extension Realign curves; widen to 3-lanes Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 72,900,000 \$ 48,500,000 \$ 5,300,000 \$ 12,000,000 \$ 10,000,000 \$ 7,000,000 | 0 100% 0 100% 0 100% 100% 100% 100% | | \$ \$ \$ | 72,900,000 48,500,000 5,300,000 12,000,000 10,000,000 7,000,000 | 100% 100% 100% 100% 100% 100% | \$72,900,000 \$48,500,000 \$5,300,000 \$ 12,000,000 \$ 10,000,000 \$7,000,000 | 2018-2030 2018-2030 2025-2039 2018-2030 2018-2030 2019-2030 2019-2030 | | | \$ - \$ - \$ - \$ - | - 3 | \$ - \$ - \$ - \$ - \$ 574,499 \$ - \$ - | \$ - \$ - \$ - \$ - \$ 574,499 \$ - \$ - |
| 1090 Wash C 1091 Wash C 1092 Wash C 1093 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C 1098 Wash C Wash C Wash C Wash C Wash C Wash C Wash C Wash C Wash C Wash C Wash C | CO Tile Flat CO Grabhorn CO Kaiser CO All arterial collectors CO Science P Dr CO Hall Blvd CO Cornelius | ut Bull Mountain rm Farmington Springville rials and ors a Park Murray //d Scholls Ferry us Pass West Union | Beef Bend UGB County line Countywide Cornell Nimbus County line | New 3-lane road extension Realign curves; widen to 3-lanes Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 48,500,00 \$ 5,300,00 \$ 12,000,000 \$ 10,000,000 \$ 7,000,00 \$ 10,000,00 | 0 100% 0 100% 100% 100% 100% | | \$ \$ | 48,500,000 5,300,000 12,000,000 10,000,000 7,000,000 10,000,000 | 100% 100% 100% 100% 100% | \$48,500,000 \$5,300,000 \$ 12,000,000 \$ 10,000,000 \$7,000,000 | 2018-2030 2025-2039 2018-2030 2018-2030 2019-2030 2019-2030 | | \$ 574,499 | \$ - \$ - \$ - | - 3 | \$ - \$ - \$ 574,499 \$ - \$ - | \$ - \$ 574,499 \$ - \$ - |
| 1091 Wash C 1092 Wash C 1093 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C 0098 Wash C 0098 Wash C 0098 Wash C 0098 Wash C 0098 Wash C | CO Grabhom CO Kaiser CO Kaiser CO Science P Dr CO Hall Blvd CO Cornelius | Farmington Springville rials and Countywide Park Murray rd Scholls Ferry us Pass West Union | UGB County line Countywide Cornell Nimbus County line | Realign curves; widen to 3-lanes Widen to 3 lanes Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 5,300,000 \$ 12,000,000 \$ 10,000,000 \$ 7,000,000 \$ 10,000,000 | 100% 100% 100% 100% | | \$ \$ | 5,300,000 12,000,000 10,000,000 7,000,000 10,000,000 | 100% 100% 100% 100% 100% | \$5,300,000 \$ 12,000,000 \$ 10,000,000 \$7,000,000 \$10,000,000 | 2025-2039 2018-2030 2018-2030 2019-2030 2019-2030 | | \$ 574,499 | \$ - \$ - \$ - | - 3 | \$ - \$ 574,499 \$ - \$ - | \$ - \$ 574,499 \$ - \$ - |
| 1092 Wash C 1093 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C 1098 Wash C Wash C Wash C Wash C Wash C Wilsonv 8601 Wilsonv | CO Kaiser All arterial collectors CO Science P Dr CO Hall Blvd | Springville rials and Countywide e Park Murray /d Scholls Ferry us Pass West Union | County line Countywide Cornell Nimbus County line | Widen to 3 lanes ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 12,000,000 \$ 10,000,000 \$ 7,000,00 \$ 10,000,00 | 100% 100% 0 100% | | \$ \$ | 12,000,000 10,000,000 7,000,000 10,000,000 | 100% 100% 100% 100% | \$ 12,000,000 \$ 10,000,000 \$7,000,000 \$10,000,000 | 2018-2030 2018-2030 2019-2030 2019-2030 | | \$ 574,499 | \$ - \$ - \$ - | - 9 | \$ - \$ 574,499 \$ - \$ - | \$ - \$ 574,499 \$ - \$ - |
| 1093 Wash C 1094 Wash C 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C Wash C Wash C Wash C Wash C Wash C Wash C | All arterial collectors Co Science P Dr Co Hall Blvd Co Cornelius | rials and Countywide a Park Murray vd Scholls Ferry us Pass West Union | Countywide Cornell Nimbus County line | ADA facilities (including ramps, actuators, signal modifications, equipment, etc.) Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 10,000,000 \$ 7,000,00 \$ 10,000,00 | 100% 0 100% 0 100% | | \$ | 10,000,000 7,000,000 10,000,000 | 100% 100% 100% | \$ 10,000,000 \$7,000,000 \$10,000,000 | 2018-2030 2019-2030 2019-2030 | | \$ 574,499 | \$ - | - \$ | \$ - | \$ - \$ - |
| 1095 Wash C 1096 Wash C 1097 Wash C 1098 Wash C Wash C Wash C Wash C Wash C Wilsonv 8601 Wilsonv 8602 Wilsonv | Dr CO Hall Blvd | vd Scholls Ferry us Pass West Union | Nimbus County line | Complete streets, pedestrian crossing, safety Bike lanes and sidewalks Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 10,000,00 | 100% | | \$ | 10,000,000 | 100% | \$10,000,000 | 2019-2030 | | | \$ - | - 3 | \$ - | \$ - |
| 1096 Wash C 1097 Wash C 1098 Wash C Wash C 8600 Wilsonv 8601 Wilsonv 8602 Wilsonv | Co Cornelius | us Pass West Union | County line | Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | , .,, | | | , | .,, | | , ,,,,,,,,, | | | | \$ - | Ì | Ψ | \$ - |
| 1097 Wash C 1098 Wash C Wash C 8600 Wilsonv 8601 Wilsonv 8602 Wilsonv | | | , | replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union | \$ 12,000,00 | 100% | | \$ | 12,000,000 | 100% | \$12,000,000 | 2019-2030 | | | \$ - | | \$ - | \$ - |
| 1098 Wash C Wash C 8600 Wilsonv 8601 Wilsonv 8602 Wilsonv | Co Roy Roge | gers Borchers | 01111 0 1 | Widening hicycle and nedestrian | | | | | | | | | | | | | | |
| Wash C 8600 Wilsonv 8601 Wilsonv 8602 Wilsonv | 1 | | Chicken Creek | facilities | \$ 20,000,00 | 100% | Willamette Water Supply, MSTIP | \$ | 20,000,000 | 100% | \$20,000,000 | 2019-2030 | | \$ 206,777 | \$ - | | \$ 206,777 | \$ 206,777 |
| 8600 Wilsonv 8601 Wilsonv 8602 Wilsonv | Tualatin- Sherwood | | OR 99W | Widening, turn lanes, bike lanes | \$ 17,000,00 | 100% | Willamette Water Supply, MSTIP | \$ | 17,000,000 | 100% | \$17,000,000 | 2019-2030 | | | \$ - | | \$ - | \$ - |
| 8601 Wilsonv 8602 Wilsonv | Co TOTAL | | | | \$ 1,635,608,44 | 4 | | \$ 1,6 | 607,242,470 | | \$1,555,985,052 | \$0 | \$ 2,360,673 | \$ 23,789,336 | \$ 4,797,0 | 50 | \$ 84,816,768 | \$ 89,613,818 |
| 8602 Wilsonv | nville Boones Fe | Basalt Creek East-West Arterial | Day | Widen to 5 lanes | \$ 1,100,00 | 100% | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ - | . : | \$ - | \$ - |
| | nville Day | Grahams Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$ 5,800,00 | 80% | | \$ | 4,640,000 | 100% | \$4,640,000 | 2025-2039 | | | \$ - | | \$ - | \$ - |
| | nville Day | Garden Acres | | Intersection improvements, roundabout, signal/lane modifications | \$ 8,600,00 | 100% | | \$ | 8,600,000 | 100% | \$8,600,000 | 2014-2024 | | | \$ - | | \$ - | \$ - |
| 8603 Wilsonv | nville Day | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5 | \$ 5,000,00 | 100% | | \$ | 5,000,000 | 100% | \$5,000,000 | 2040+ | | | \$ - | | \$ - | \$ - |
| 8604 Wilsonv | nville Elligsen | n Parkway Center | Wilsonville city limit | Widen to 3 lanes | \$ 3,000,00 | 60% | | \$ | 1,800,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ - | | \$ - | \$ - |
| 8605 Wilsonv | | | Calahin | Widen to 3 lanes, add double southbound left turn lane at Day | \$ 7,100,00 | 60% | | \$ | 4,260,000 | 100% | \$4,260,000 | 2014-2024 | | | \$ - | | \$ - | \$ - |
| 8606 Wilsonv 8607 Wilsonv | | Acres Day Kinsman | Ridder | Widen, construct 3-lane road Construct left turn pocket & signal | \$ 11,300,00 | 100% | | \$ | 11,300,000 | 100% | \$11,300,000 \$0 | 2014-2024 2014-2024 | | | \$ - | | \$ - \$ - | \$ - |
| 8608 Wilsony | | Basalt Creek | Day | Widen to 5 lanes | \$ 1,200,00 | | | s | 1,200,000 | 100% | \$1,200,000 | 2019-2025 | | | \$ - | | \$ - \$ - | φ - |
| 8609 Wilsonv | | PKWy Basalt Crook | Day | Widen to 3 lanes, urban upgrade | \$ 13,200,00 | 0 100% | | * | 13,200,000 | 100% | \$13,200,000 | 2019-2025 | | | \$ - | | \$ - | |
| 8610 Wilsonv | | Elligeon/Boones | | Widen/Construct second southbound right-turn lane | \$ 1,063,00 | 0 100% | | \$ | 1,063,000 | 100% | \$1,063,000 | 2019-2025 | | | \$ - | | \$ - | |
| 8611 Wilsony | nville I-5 Southb | | | Access Management | \$ 2,500,00 | 100% | | \$ | 2.500.000 | 100% | \$2,500,000 | 2019-2025 | | | \$ - | _ | \$ - | |
| Wilsony | | , | | , 100000 Managomont | \$ 59.863.000 | 13078 | | Ψ | 54.663.000 | 10076 | \$54.663.000 | 2010 2020 | \$ - | \$ - | \$ - | | \$ - | \$ - |
| TOTAL | nville Boones Fe | , | | | DUU.600,000 | | | | | | | | | | \$ 31,541,9 | | \$ 186.563.101 | \$ 218.105.034 |

Projects that are struck through have been removed from the current TDT Project List, but remain here to indicate funds spent on them.

TDT FY 2018-19 Annual Report Page 13 of 13

| | 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | TDT 20 | | Other Funding 200 Present | aı 9- fund | otal TDT nd other ding 2009- Present |
|-----|---|--|------------------------|------------------------------------|-------------------------------------|----------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|--------|---|---------------------------------|---------------|---|
| | 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 | Jones Farm - South Hillsboro Bus Line Infrastructure | Shelter and stop infrastructure for new north-south bus line along Veterans Drive, Brookwood Pkwy, Century Blvd, and Alexander St (Line 41) | \$1,225,000 | 0% | \$1,225,000 | 100% | \$1,225,000 | 100% | \$1,225,000 | 58% | \$705,600 | 2025-2039 | | | \$ | | \$ - | \$ | - |
| 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 | Orenco-Bethany Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 47) | \$2,425,000 | 0% | \$2,425,000 | 100% | \$2,425,000 | 100% | \$2,425,000 | 58% | \$1,396,800 | 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, including North Plains, Banks, and Gaston | \$3,500,000 | 20% | \$2,800,000 | 100% | \$2,800,000 | 100% | \$2,800,000 | 58% | \$1,612,800 | 2014-2024 | | | \$ | , | \$ - | \$ | - |
| 109 | Tigard - Transit Stop Improvements | Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St | \$1,000,000 | 0% | \$1,000,000 | 100% | \$1,000,000 | 100% | \$1,000,000 | 58% | \$580,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 110 | Cornelius - Transit Stop Improvements | Upgrade transit stop amenities (shelters, seating, landing pads, route info, bike parking, lighting) | \$ 500,0 | 00 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2040+ | | | \$ | | \$ - | \$ | - |
| 111 | Burnside/Cedar Hills Bus Line Upgrades | Shelter and stop improvements to support continued development of frequent service network (Line 20) | \$ 1,300,0 | 00 0% | \$ 1,300,000 | 100% | \$ 1,300,000 | 100% | \$ 1,300,000 | 58% | \$ 754,000 | 2018-2024 | | | \$ | - | \$ - | \$ | - |
| 112 | Cornelius Pass Road Bus Line Infrastructure | Shelter and stop infrastructure for new frequent service bus line along Cornelius Pass Road (Line 47) | \$ 400,0 | 00 0% | \$ 400,000 | 100% | \$ 400,000 | 100% | \$ 400,000 | 58% | \$ 232,000 | 2018-2024 | | | \$ | - | \$ - | \$ | - |
| 113 | Baseline/Jenkins Bus Line Infrastructure | Shelter and stop infrastructure for new bus lines along Main Street, Baseline Road and Jenkins Road (Lines 40/47) | \$ 1,400,0 | 00 0% | \$ 1,400,000 | 100% | \$ 1,400,000 | 100% | \$ 1,400,000 | 58% | \$ 812,000 | 2018-2024 | | | \$ | - | \$ - | \$ | - |
| 114 | North Hillsboro – Willow Creek Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Croeni Avenue, Jacobsen Street, Brookwood Pkwy, Shute Road, and Butler Street (Line 88) | \$ 1,150,0 | 00 0% | 5 \$ 1,150,000 | 100% | \$ 1,150,000 | 100% | \$ 1,150,000 | 58% | \$ 667,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Merlo – Tigard Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Merlo Road, 170th Avenue, 155th Avenue, Beard Road, 121st Avenue, and Gaarde Street (Line 67) | \$ 1,250,0 | 00 0% | 5 \$ 1,250,000 | 100% | \$ 1,250,000 | 100% | \$ 1,250,000 | 58% | \$ 725,000 | 2025-2039 | | | \$ | | \$ - | \$ | - |
| 116 | Progress Ridge Bus Line Infrastructure | Shelter and stop infrastructure for reroute or extension of bus lines along Scholls Ferry Road, Horizon Blvd, Murray Blvd, and Barrows Road (Lines 37/56/62) | \$ 625,0 | 00 0% | \$ 625,000 | 100% | \$ 625,000 | 100% | \$ 625,000 | 58% | \$ 362,500 | 2025-2039 | | | \$ | | \$ - | \$ | - |
| 117 | Line Infrastructure | Shelter and stop infrastructure for bus line extension along Scholls Ferry Road, including bus layover in South Cooper Mountain (Line 56) | \$ 275,0 | 00 0% | \$ 275,000 | 100% | \$ 275,000 | 100% | \$ 275,000 | 58% | \$ 159,500 | 2018-2024 | | | \$ | - | \$ - | \$ | - |
| 118 | West Beaverton Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Oak Street-Davis Road-Allen Blvd (Line 88) | \$ 325,0 | 00 0% | \$ 325,000 | 100% | \$ 325,000 | 100% | \$ 325,000 | 58% | \$ 188,500 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 119 | Durham Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Durham Road (Line 36) | \$ 425,0 | 00 0% | \$ 425,000 | 100% | \$ 425,000 | 100% | \$ 425,000 | 58% | \$ 246,500 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 120 | 141st/Terman Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along 141st Avenue- Shannon Place and Terman Road (Line 62) | \$ 125,0 | 00 | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | | \$ | - | \$ - | \$ | - |

| 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | TDT 2009- Present | Other Funding 20 Present | an 09- fund | otal TDT nd other ding 2009- Present |
|------------------|--|--|------------------------|------------------------------------|-------------------------------------|----------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|--------------------------------|----------------|---|
| | McDonald/Bonit a Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along McDonald Street and Bonita Road (Line 38) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | | | | \$ - | \$ - | \$ | - |
| 122 | | Shelter and stop infrastructure for bus line extension along 95th Avenue (Line 96) | \$ 125,000 | 0% | \$ 125,000 | 100% | \$ 125,000 | 100% | \$ 125,000 | 58% | \$ 72,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 123 | Sunset – Bethany Bus Line Infrastructure | Shelter and stop infrastructure for new north-south bus line along Saltzman Road and Laidlaw Road (Line 49) | \$ 825,000 | 0% | \$ 825,000 | 100% | \$ 825,000 | 100% | \$ 825,000 | 58% | \$ 478,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 124 | Walnut Street Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Walnut Street (Line 37) | \$ 350,000 | 0% | \$ 350,000 | 100% | \$ 350,000 | 100% | \$ 350,000 | 58% | \$ 203,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 125 | Oleson Road Bus Line Infrastructure | Shelter and stop infrastructure for bus line extension along Oleson Road (Line 1) | \$ 225,000 | 0% | \$ 225,000 | 100% | \$ 225,000 | 100% | \$ 225,000 | 58% | \$ 130,500 | 2025-2039 | | | \$ - | \$ - | \$ | • |
| 126 | Bus Line Infrastructure | Shelter and stop infrastructure for bus line reoute along Multnomah Blvd (Line 92) | \$ 75,000 | 0% | \$ 75,000 | 100% | \$ 75,000 | 100% | \$ 75,000 | 58% | \$ 43,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 127 | Line Infrastructure | Shelter and stop infrastructure for bus line reroute along Garden Home Road, 92nd Avenue, Allen Blvd, and Western Avenue (Line 45) | \$ 500,000 | 0% | \$ 500,000 | 100% | \$ 500,000 | 100% | \$ 500,000 | 58% | \$ 290,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 128 | Amberglen - Beaverton Bus Line Infrastructure | Shelter and stop infrastructure for bus line reroute along John Olsen Avenue, Aloclek Drive, Stucki Avenue, and Walker Road (Line 59) | \$ 1,000,000 | 0% | \$ 1,000,000 | 100% | \$ 1,000,000 | 100% | \$ 1,000,000 | 58% | \$ 580,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 129 | Basalt Creek Bus Infrastructure | Shelter and stop infrastructure for new north-south bus line along 124th Avenue, Basalt Creek Parkway (or Tonquin Rd), Grahams Ferry Road, and Day Street (Line 94) | \$ 1,125,000 | 0% | \$ 1,125,000 | 100% | \$ 1,125,000 | 100% | \$ 1,125,000 | 58% | \$ 652,500 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| Subtotal | iority Treatmen | | \$34,117,000 | | \$33,417,000 | | \$33,417,000 | | \$33,417,000 | | \$19,302,192 | | | | \$ - \$ - | \$ - \$ - | \$ | |
| | 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 | | | \$ - | \$ - | \$ | - |
| 201 | Tigard - Transit Priority | Transit signal preemption at Hall Blvd and Hwy 99W intersection | \$5,000,000 | 0% | \$5,000,000 | 100% | \$5,000,000 | 100% | \$5,000,000 | 58% | \$2,900,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| Subtotal | Filolity | and nwy 99W intersection | \$7,750,000 | | \$7,750,000 | | \$7,750,000 | | \$7,750,000 | | \$4,484,000 | | | | \$ - | \$ - | \$ | - |
| Park & Ric | des / Transit Ce | | | | | | | | | | | | | | \$ - | \$ - | \$ | - |
| 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 | | | \$ - | \$ - | \$ | - |
| 301 | OR 8 P&R | Cornelius - Develop OR 8 Park & Ride facilities at 10th and 26th Avenues | \$1,700,000 | 0% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 100% | \$1,700,000 | 2028-2040 | | | \$ - | \$ - | \$ | - |
| Subtotal | | | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | | \$16,700,000 | | \$10,340,000 | | | | \$ - | \$ - | \$ | |
| Pedestria 400 | n/Bicycle Acces 65th Ave Multi- Use Trail | ss to Transit 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 | | | \$ - \$ - | \$ - | \$ | - |
| | 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 | \$ 65,470 | | \$2,069,914 | \$ - | \$ 2 | 2,069,914 |
| 403 | TV Hwy Access to Transit | Enhanced bikeway facilities, sidewalks, | \$11,667,500 | 0% | \$11,667,500 | 100% | \$11,667,500 | 90% | \$10,500,750 | 100% | \$10,500,750 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 404 | Washington Square Overcrossing (North) | pedestrian crossings, multi-use trail 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 | | | \$ - | \$ - | \$ | - |
| | L | COMMUNICATION STORES | | l | L | | | | | | 1 | | l | l | | | | |

| 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 18-19 TDT | FY 18-19 Other Funding | | 2009- esent | Other Funding 20 Present | | Total TD1 and other unding 200 Present |
|------------|---|--|------------------------|------------------------------------|-------------------------------------|-------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|--------|----------------|--------------------------------|---------|---|
| | Westside Trail: Cornell to Greenbrier | Multi-use trail connecting business park to Cornell Rd bus line, including grade- separated overcrossing of US 26 | \$9,450,000 | 0% | \$9,450,000 | 100% | \$9,450,000 | 90% | \$8,505,000 | 100% | \$8,505,000 | 2014-2024 | | | \$ | - | \$ - | \$ | ; - |
| 406 | Bike & Rides | Enclosed, key card accessed bicycle parking at high capcity 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 | | | \$ | - | \$ - | \$ | ; - |
| | 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 | | | \$ | - | \$ - | \$ | ; - |
| 408 | Basalt Creek Canyon Trail | North/south trail connection within Basalt Creek making connections to east/west roadways. Includes grade separation of Basalt Creek Pkwy | \$450,000 | 0% | \$450,000 | 100% | \$450,000 | 90% | \$405,000 | 100% | \$405,000 | 2019-2029 | | | \$ | - | \$ - | \$ | · - |
| 409 | I-5 Easement Trail | Trail parallel to I-5 providing north/south connection to existing bike and pedestrian facilities | \$750,000 | 0% | \$750,000 | 100% | \$750,000 | 90% | \$675,000 | 100% | \$675,000 | 2019-2029 | | | \$ | - | \$ - | \$ | |
| Subtotal | Di | | \$83,171,036 | | \$82,471,036 | | \$82,471,036 | | \$74,139,432 | | \$74,139,432 | | | | - | 04,444 | \$ - | _ | 2,004,4 |
| ransit Sy | stem Requiren | | | | | | 1 | | | T | 1 | | | | \$ | - | \$ - | \$ | |
| 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 maintanance 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 | | | \$ | - | \$ - | \$ | - |
| Subtotal | | | \$19,831,000 | | \$14,831,000 | | \$11,431,000 | | \$10,631,000 | | \$8,171,376 | | | | \$ | - | \$ - | \$ | , - |
| High Capa | acity Transit (H | | | | | | | | | | 7 | | | | \$ | - | \$ - | \$ | |
| | 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 | | | \$ | | \$ - | \$ | ; - |
| | 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 | Portland, Sylvania, Tigard and Tualatin | \$1,075,000,000 | 50% | \$537,500,000 | 60% | \$322,500,000 | 100% | \$322,500,000 | 58% | \$185,760,000 | 2014-2024 | | | s | _ | \$ 938,5 | 30 9 | 938,5 |
| 603 | Corridor HCT Sunset Highway HCT | high-capacity transit. 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 | HCT | East-west bus rapid transit linking Forest Grove, Cornelius, Hillisboro, 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 | | | \$ | - | \$ - | \$ | ; - |
| | 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 | | | | \$ | | \$ 938,5 | | 9 550,5 |
| TOTAL | | | \$1,942,569,036 | | \$1,045,669,036 | | \$802,269,036 | | \$793,137,432 | | \$522,925,000 | | | | \$ 2,0 | 04,444 | \$ 938,5 | 30 \$ | 2,942,9 |

Appendix C: North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16 and again updated in Fiscal Years 2016-17 and 2017-18. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and provide an update to the 5-year review conducted three years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2018-19.

Overview of Recommendations

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2019-20.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

| Funding Program | Expected Revenue |
|---|------------------|
| Major Streets Transportation Improvement Program (MSTIP) | \$10,000,000 |
| Transportation Development Tax (TDT) | \$21,778,574 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 |
| North Bethany Transportation System Development Charge (NBTSDC) | \$22,466,756 |
| Pre-Existing Trust & Agency | \$1,400,000 |
| TOTAL | \$69,000,000 |

Together these funding sources would provide a total of \$69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

| Project | | | Project | Total Cost |
|---------|-----------------------------------|----------------------------|------------------|--------------|
| _ | | | | |
| Number | Road | Extent | Description | Estimate |
| 1 | Shackelford Rd | West Boundary to Joss | New Collector Rd | \$9,300,000 |
| 2 | Shackelford Rd | Joss to Kaiser | New Collector Rd | \$8,800,000 |
| 3 | Springville Rd | 185 th to Joss | Improvements | \$11,100,000 |
| 4 | Springville Rd | Joss to Kaiser | Improvements | \$3,600,000 |
| 5 | Springville Rd | Kaiser to Countyline | Improvements | \$0* |
| 6 | Kaiser Rd | Shackelford to Springville | Improvements | \$7,800,000 |
| 7 | 185th Ave | Springville to West Union | Improvements | \$4,500,000 |
| 8 | Shackelford | Kaiser to Countyline | Improvements | \$0* |
| 9 | Shackelford Rd | 1/2 Bridge over Rock Creek | Bridge | \$7,300,000 |
| 10 | 185 th and Springville | Realignment | Improvements | \$900,000 |
| 11 | Kaiser Rd | Springville to Bethany | Improvements | \$6,100,000 |
| 12 | Brugger Rd | Joss to Kaiser | Improvements | \$3,200,000 |
| 13 | Joss Rd | Shackelford to Arbor | Improvements | \$4,100,000 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | Improvements | \$2,300,000 |
| | | | Total | \$69,000,000 |

^{*} Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. North Bethany and the Major Streets Transportation Improvement Program (MSTIP)

On June 23, 2015 the Board of County Commissioners approved the high-growth transportation funding program. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

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

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the \$140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, NBSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel" – trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets
 Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds
 will allow improvements to be made proactively before the deficient roadways become
 problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of \$35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance (\$7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union (\$4,000,000 in MSTIP funding)

While the total of \$11.83M in MSTIP is more than the initial \$10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at: http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan - TDT Assumptions

| Land Use Category | Projected Number of Units | 2012 Rate ¹ | Total Revenue Anticipated ² |
|------------------------|---------------------------|-------------------------------|---|
| Single Family Detached | 1,437 | \$8,225 | \$11,819,325 |
| Single Family Attached | 1,534 | \$4,919 | \$7,545,746 |
| Multi-Family | 1,218 | \$5,381 | \$6,554,058 |
| Non-Residential | varies | varies | \$3,118,969 |
| Total ² | | | \$29,038,098 |

The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.

The North Bethany Funding Plan allocated **75%** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: **\$21,778,574**. Table 4 shows the estimated TDT revenue from North Bethany to date and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

| | Estimated | |
|-------------|--------------|----------------|
| Fiscal Year | TDT Revenue* | 75% Allocation |
| FY 14-15 | \$1,141,678 | \$856,258 |
| FY 15-16 | \$2,614,654 | \$1,960,990 |
| FY 16-17 | \$2,006,493 | \$1,504,870 |
| FY 17-18 | \$3,449,267 | \$2,586,950 |
| FY 18-19 | \$1,762,068 | \$1,321,551 |
| Total | \$10,974,160 | \$8,230,619 |

^{*} Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

TDT fund expenditures and TDT Credits issued in North Bethany total \$2,734,672 (see Table 12, later in report, and appendix).

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits and TDT funds already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in **\$5,495,947** in estimated available TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

²⁾ As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

3. North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of \$1.25 per/\$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

| Fiscal Year | Total Assessed Valuation | Service District Revenue | Service District Expenditures | Running Total |
|-------------|-----------------------------|-----------------------------|----------------------------------|---------------|
| FY 11-12 | \$26,240,000 | \$47,519 | \$0 | \$47,519 |
| FY 12-13 | \$26,270,000 | \$31,849 | \$0 | \$79,368 |
| FY 13-14 | \$28,180,000 | \$35,728 | \$0 | \$115,096 |
| FY 14-15 | \$43,790,000 | \$73,029 | \$0 | \$188,125 |
| FY 15-16 | \$80,730,000 | \$101,655 | \$0 | \$289,780 |
| FY 16-17 | \$200,830,000 | \$251,373 | \$0 | \$541,153 |
| FY 17-18 | \$340,160,000 | \$416,805 | \$277,203 | \$680,755 |
| FY 18-19 | \$474,360,000 | \$603,234 | \$314,362 | \$969,627 |

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan to MSTIP

One project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the County Service District to the MSTIP program. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

4. North Bethany Transportation System Development Charge

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.

Revenue

Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2018 through June 2019 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 6: Revenue Receipts by Month

| Month | Revenue | Interest Earned | Month Total |
|----------------|-----------------|-----------------|-----------------|
| July 2018 | \$ 43,075 | \$ 66,978 | \$ 110,053 |
| August 2018 | \$ 219,056 | \$ 6,949 | \$ 226,005 |
| September 2018 | \$ 276,934 | \$ 7,579 | \$ 284,513 |
| October 2018 | \$ 61,236 | \$ 8,304 | \$ 69,540 |
| November 2018 | \$ 45,392 | \$ 8,725 | \$ 54,117 |
| December 2018 | \$ 41,950 | \$ 9,477 | \$ 51,427 |
| January 2019 | \$ 120,961 | \$ 9,296 | \$ 130,258 |
| February 2019 | \$ 38,796 | \$ 9,068 | \$ 47,864 |
| March 2019 | \$ 124,496 | \$ 9,675 | \$ 134,171 |
| April 2019 | \$ 71,238 | \$ 9,958 | \$ 81,196 |
| May 2019 | \$ 97,434 | \$ 10,291 | \$ 107,725 |
| June 2019 | \$ 186,920 | \$ 10,463 | \$ 197,383 |
| Total | \$ 1,327,488 | \$ 166,764 | \$ 1,494,252 |

Figure 1 displays the revenue receipts and interest earned by month.

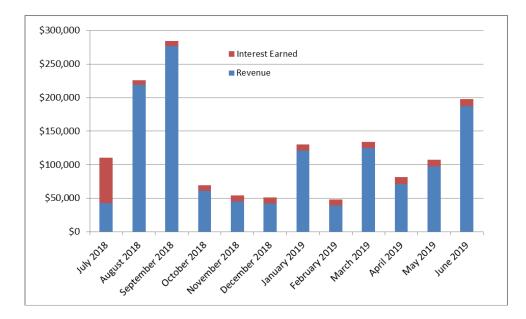


Figure 1: Revenue Receipts by Month

Expenditures

Table 7 summarizes the expenditures by month from the NBTSDC account during the July 2018 through June 2019 fiscal year. The expenditures include administration and other costs, including quarterly credit card charges.

Table 7: Expenditures by Month

| Month | Administration | Other | IV. | Ionth Total |
|----------------|----------------|---------------|-----|-------------|
| July 2018 | \$ 835 | | \$ | 835 |
| August 2018 | \$ 835 | \$ 7 | \$ | 843 |
| September 2018 | \$ 835 | \$ 20,490 | \$ | 21,325 |
| October 2018 | \$ 835 | | \$ | 835 |
| November 2018 | \$ 835 | \$ 7 | \$ | 843 |
| December 2018 | \$ 835 | \$ 1,933 | \$ | 2,768 |
| January 2019 | \$ 835 | \$ 13 | \$ | 848 |
| February 2019 | \$ 835 | \$ 7 | \$ | 843 |
| March 2019 | \$ 835 | \$ 583 | \$ | 1,419 |
| April 2019 | \$ 835 | | \$ | 835 |
| May 2019 | \$ 835 | \$ 7 | \$ | 843 |
| June 2019 | \$ 835 | \$ 317,877 | \$ | 318,713 |
| Total | \$ 10,025 | \$ 340,925 | \$ | 350,950 |

North Bethany Transportation System Development Charge 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 8 shows the NBTSDC credits issued through June 30, 2019.

Table 8: North Bethany Transportation System Development Charge Credits*

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 18-19 | Credit Remaining on 6/30/19 | Notes |
|------------------|---|-------------------------------|--------------------------------------|--|---------------|--|--------------------------------------|--|
| NB14-01 | NW 160 th : Springville to Brugger | West Hills Developm ent | North Bethany Creek | \$180,397 | 10/23/14 | \$180,397 Transfer to NB14-01A | | Entire amount transferred to NB14- 01A |
| NB14-01A | From NB14-01 | DR Horton | | Transfer from NB14-01 \$180,397 | 12/30/14 | \$180,397 | \$0 | |
| NB14-02 | Brugger & ROW dedication | West Hills Developm ent | North Bethany Creek | \$77,822 | 11/24/14 | \$77,822 Transfer to NB14-01A | | Entire amount transferred to NB14- 02A |
| NB14-02A | From NB14-02 | DR Horton | | Transfer from NB14-01 \$77,822 | 12/30/14 | \$77,822 | \$0 | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | \$400,253 | 11/20/15 | \$397,345 | \$2,908 | |
| NB15-002 | Shackelford Rd | DR Horton | Bethany Commons at Abbey Creek | \$114,490 | 12/9/15 | \$114,490 | \$0 | |
| NB15-003 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek | \$71,870 | 12/9/15 | \$44,413 used \$27,457 Transfer to NB15-003A | | \$27,457 transferred to NB15- 003A |
| NB15-003A | From | DR Horton | Meadows at | Transfer | 4/22/16 | \$27,457 | \$0 | |

| Credi | i i | | Name of | Credit Amount | Issue | Credit Used in | Credit Remaining on | |
|---------|-------------------------------------|-----------|---|--|----------|--|---------------------------|--|
| Numbe | <u> </u> | Property | Development | Issued | Date | FY 18-19 | 6/30/19 | Notes |
| | NB15-003 | | Abbey Creek | from NB15-003 \$27,457 | | | | |
| NB16-00 | D1 Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek #2 | \$62,000 | 3/15/16 | \$61,130 used \$870 Transfer to NB16-00A | | \$870 transferred to NB16- 001A |
| NB16-00 | 1A From NB16-001 | DR Horton | Meadows at Abbey Creek | Transferred from NB16-001 \$870 | 4/21/16 | \$870 | \$0 | |
| NB16-0 | Brugger Rd & Joss Rd | DR Horton | Bethany Abbey Meadows | \$31,360 | 4/15/16 | \$31,360 | | |
| NB-00 | | DR Horton | Grace Hollow & Grace Hollow #2 | \$450,547 | 9/2/16 | \$183,886 | \$0 | \$266,661 transferred to NB-007A |
| NB-007 | A Shackelford Rd | DR Horton | Bethany Abbey Meadows | Transferred from NB- 007 \$266,661 | 10/26/16 | \$266,661 | | |
| NB15-0 | O1 Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | | | \$2,908 | \$0 | |
| NB16-0 | O4 Shackelford Rd | DR Horton | Bethany Abbey Heights No. 2 | \$179,530 | 8/15/16 | \$178,145 | \$1,385 | |
| NB16-0 | O3 Shackelford Rd | DR Horton | Bethany Creek Falls No. 2 Row Houses | \$185,193 | 8/12/16 | \$185,193 | \$0 | |
| NB16-0 | Kaiser Rd & Springville Rd | Noyes | Crossing at North Bethany | \$177,795 | 8/31/16 | \$177,795 Transfer to NB16-006A | \$0 | \$177,795 Transferred to NB16- 006A |
| NB16-00 | 6A Kaiser Rd & Springville Rd | Noyes | Highlands at North Bethany | Transferred from NB16-006 \$177,795 | 10/19/16 | \$177,795 | \$0 | |
| NB16-0 | 08 Brugger Rd | DR Horton | Bethany Abbey Meadows No. 2 – Brugger Rd | \$74,727 | 12/13/16 | \$74,727 | | |
| NB16-0 | 09 Shackelford Rd | DR Horton | Bethany Abbey Meadows No. 2 – Shackelford Rd | \$62,999 | 12/13/16 | \$18,828 | \$44,171 | |
| NB16-0 | 04 Shackelford Rd | DR Horton | Bethany Abbey Heights No.2 | | 9/02/16 | \$1,385 | \$0 | |
| NB16-0 | 9 Shackelford Rd | DR Horton | Bethany Abbey Meadows No.2 | | 12/13/16 | \$44,171 | \$0 | |
| NB17-0 | O1 Shackelford Rd | Noyes | Highlands at North Bethany | \$133,968 | 2/2/18 | \$133,968 | \$0 | |
| NB18-0 | 01 Kaiser Rd & Brugger Rd | DR Horton | North Bethany Commons | \$310,681 | 3/8/18 | \$85,844 Transfer to NB18-001A | \$140,472 | \$84,365 Transferred to NB18-001A |
| NB18-00 | 1A Kaiser Rd & Brugger Rd | DR Horton | Bethany Abbey Meadows No.2 | Transferred from NB18-001 \$84,365 | 3/14/18 | \$84,365 | \$0 | Transferred from NB18-001 |
| NB18-0 | 02 Brugger Rd | DR Horton | Orchards at Abbey Creek | \$304,491 | 12/13/18 | \$297,931 | \$6,561 | |

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 18-19 | Credit Remaining on 6/30/19 | Notes |
|------------------|-------------------|---------------------------------|-------------------------------|---|---------------|-------------------------------|--------------------------------------|--|
| NB18-003 | Brugger Rd | DR Horton | Vineyards at Abbey Creek | \$136,578 | 12/13/18 | \$134,048 | \$0 | \$2,530 Transferred to NB18- 003A |
| NB18-003A | Brugger Rd | DR Horton | North Bethany Commons | \$2,530 Transferred from NB18- 003 | 12/17/17 | | \$2,530 | |
| NB18-004 | Brugger Rd | DR Horton | Abbey Crest | \$132,561 | 12/13/18 | \$132,561 | \$0 | |
| NB18-005 | Brugger Rd | DR Horton | Abbey Ridge | \$19,680 | 12/13/18 | \$19,116 | \$0 | \$564 Transferred to NB 18- 005A |
| NB18-005A | Brugger Rd | DR Horton | North Bethany Commons | \$564 Transferred from NB18- 005 | 6/19/19 | | \$564 | |
| NB19-001 | Kaiser Rd | Beaverton School District | BSD Kaiser K5 Elementary | \$83,874 | 5/3/19 | \$83,874 | \$0 | |
| NB19-002 | Kaiser Rd | Polygon WLH | Bethany Creek Park | \$134,171 | 4/25/19 | \$134,171 | \$0 | \$134,171 Transferred to NB19- 002A |
| NB19-002A | Kaiser Rd | Polygon WLH | Ridgeline 1, 2 and 3 | \$134,171 Transferred from NB19- 002 | 5/23/19 | \$134,171 | \$0 | |
| NB19-003 | Shackelford Rd | Noyes | Highlands at North Bethany | \$623,801 | 6/3/19 | \$19,680 | \$604,121 | \$19,680 Transferred to NB19- 003A |
| NB19-003A | Shackelford Rd | Noyes | Highlands at North Bethany | \$19,680 Transferred from NB19- 003 | 6/10/16 | \$19,680 | \$0 | |
| | 19 Total | | | \$1,435,156 | | \$821,381 | \$613,775 | |
| Total (FY 14-15 | through FY 18-19) | | | \$3,948,791 | | \$3,163,442 | \$785,348 | |

^{*} Credits from prior fiscal years are shown in gray.

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.

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. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 9. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by

accounting. The revenue, interest and credits issued result in \$12,304,402 in total activity from the North Bethany Transportation System Charge through June 30, 2019.

Table 9: NBTSDC Total Activity (Revenue plus Credits Issued)

| Total | \$8,280,849 | \$74,765 | \$3,948,788 | \$12,304,402 |
|-------------|----------------|-----------------|----------------|----------------|
| FY 2018-19 | \$1,327,488 | \$166,764 | \$1,435,156 | \$2,929,408 |
| FY 2017-18 | \$2,598,573 | \$50,885 | \$444,649 | \$3,094,107 |
| FY 2016-17 | \$1,512,326 | \$9,811 | \$1,130,791 | \$2,652,928 |
| FY 2015-16 | \$1,987,137 | \$14,069 | \$679,973 | \$2,681,179 |
| FY 2014-15 | \$867,675 | | \$258,219 | \$1,125,894 |
| Fiscal Year | NBTSDC Revenue | Interest Earned | Credits Issued | Total Activity |

North Bethany Funding Plan Revenue Source Summary

Table 10 summarizes the North Bethany Funding programs through June 30, 2019.

Table 10: Summary of North Bethany Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2019 ¹ |
|---|-----------------------------|---|
| Major Streets Transportation Improvement Program (MSTIP)* | \$10,000,000 | \$10,000,000 |
| Transportation Development Tax (TDT)** | \$21,778,574 | \$8,230,619 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 | \$1,561,192 |
| North Bethany Transportation System Development Charge (NBTSDC - includes credits issued) | \$22,466,756 | \$12,304,402 |
| Pre-Existing Trust & Agency | \$1,400,000 | \$1,400,000 |
| Total | \$69,000,000 | \$33,496,213 |

¹⁾ Includes revenue plus interest and credits

Review of North Bethany Development

Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved. Construction within these approved developments has begun and over 2,400 units have been issued permits or final approval prior to June 30, 2019.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction begins. This is due to the fact that TDT (or NBTSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBTSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2019.

^{*} Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

^{**} Estimated from NBTSDC receipts plus credits

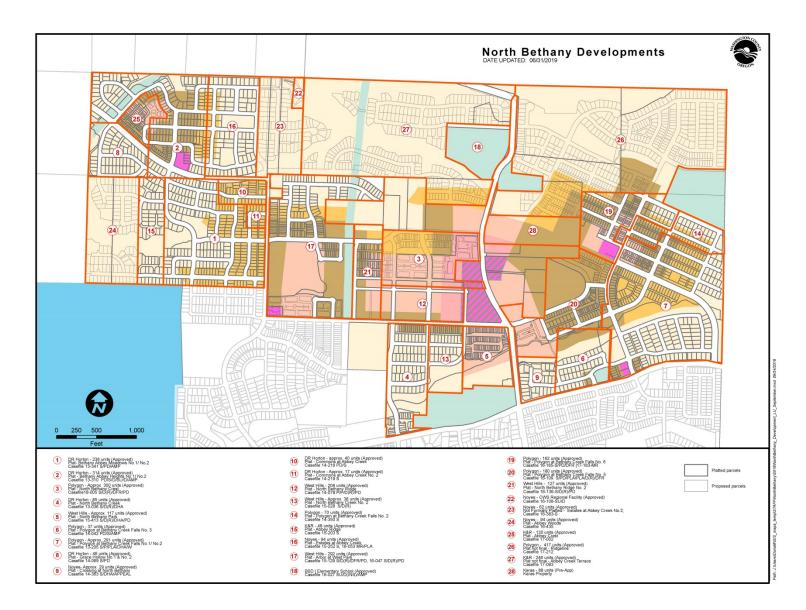


Figure 2: Development as of June 30, 2019

North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 11 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2019.

Table 11: Residential Development

| Unit Type | Units Expected in Funding Plan | Units Approved, June 30, 2019 | Units Permitted or Final, June 30, 2019 |
|------------------------|--------------------------------|----------------------------------|--|
| Single Family Detached | 1,437 | 2,892* (97%) | 1,125 (78%) |
| Single Family Attached | 1,534 | 2,032 (3770) | 236 (15%) |
| Multifamily | 1,218 | 790** (65%) | 332 (27%) |
| Total | 4,189 | 3,682 (88%) | 1,693 (40%) |

^{*}Single Family residential approvals are not distinguished between attached and detached structures

Approximately 88% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 92% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 8% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2019 one capital project had been completed and credits had been issued for parts of several other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 12 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2019 and Figure 3 shows the same roadway improvements in a map form.

Table 12: North Bethany Road Project Analysis

| | | Table 12: North | bethally Moau | i roject Anary | 313 | |
|---------|-----------------------|---------------------------|-------------------|----------------|--------------|----------------------|
| | | | | | | Credit |
| | | | | | | Vouchers |
| | | | | | | Issued/ |
| Project | | | Total Cost | Percent | | Other |
| Number | Road | Extent | Estimate | Complete* | Investment** | Funding |
| | | | | | | TDT15-05 |
| | | | | | | TDT15-06 |
| | | | | | | NB15-001 |
| | | West Boundary | 40,000,000 | 4.507 | 44 400 = 40 | NB15-002 |
| 1 | Shackelford Rd | to Joss | \$9,300,000 | 16% | \$1,490,540 | NB-007 |
| | | | | | | NB16-004 |
| | | | | | | NB16-009 |
| | | | | | | NB17-001 |
| 2 | Shackelford Rd | loss to Kaisar | ¢0 000 000 | 20/ | ¢214.770 | NB19-003 |
| 2 | Snackellord Rd | Joss to Kaiser | \$8,800,000 | 2% | \$214,778 | TDT19-07 |
| | | | | | | TDT |
| 3 | Springville Rd | 185 th to Joss | \$11,100,000 | 72% | \$7,960,600 | MSTIP 3d-HG |
| 3 | Springville Ku | 100 (0.1022 | \$11,100,000 | /2/0 | \$7,500,000 | NB Co Svc Dist |
| | | | | | | URMD |
| | | | | | | TDT14-04 |
| 4 | Springville Rd | Joss to Kaiser | \$3,600,000 | 16% | \$579,011 | URMD Safety |
| | | | | | | NB Co Svc Dist |
| 5 | Springville Rd | Kaiser to | \$0 | | | |
| 3 | Springvine na | Countyline | | | | |
| | | | | | | NB16-006 |
| | | | | | | NB18-001 |
| | | | | | | NB19-001 |
| 6 | Kaiser Rd | Shackelford to | \$7,800,000 | 17% | \$1,306,585 | NB19-002 |
| | | Springville | | | | TDT18-03 TDT19-02 |
| | | | | | | TDT19-02 TDT19-05 |
| | | | | | | TDT19-03 TDT19-07 |
| | | Springville to | | | | TDT |
| 7 | 185th Ave | West Union | \$4,500,000 | 40% | \$1,792,652 | MSTIP 3d-HG |
| | | Kaiser to | | | | |
| 8 | Shackelford | Countyline | \$0 | N/A | \$185,193*** | NB16-003 |
| | | ½ Bridge over | | | | |
| 9 | Shackelford Rd | Rock Creek | \$7,300,000 | | | |
| | 185 th and | | | | | MSTIP 3d-HG |
| 10 | Springville | Realignment | \$900,000 | 100% | \$900,000 | TDT |
| | | Springville to | | | | |
| 11 | Kaiser Rd | Bethany | \$6,100,000 | | | |
| | | | | | | NB14-02 |
| | | | | | | NB16-008 |
| | | | | | | NB18-001 |
| 4.5 | | | 42.222.222 | 4001 | d=00 0== | NB18-002 |
| 12 | Brugger Rd | Joss to Kaiser | \$3,200,000 | 18% | \$588,857 | NB18-003 |
| | | | | | | NB18-004 |
| | | | | | | NB18-005 |
| | | | | | | TDT18-06 |
| | | | | | | |

| Project Number | Road | Extent | Total Cost Estimate | Percent Complete* | Investment** | Credit Vouchers Issued/ Other Funding |
|-------------------|--------------------------------|---------------------------|------------------------|----------------------|--------------|--|
| 13 | Joss Rd | Shackelford to Arbor | \$4,100,000 | 11% | \$461,604 | NB15-003 NB16-001 NB16-002 NB18-002 NB18-003 NB18-004 NB18-005 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | \$2,300,000 | 100% | \$2,480,397 | NB14-01 MSTIP (Loan) |
| | | Total | \$69,000,000 | 26% | \$17,775,024 | |

^{*} As of June 30, 2019. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.



Figure 3: North Bethany Road Improvements

North Bethany Project Costs

Washington County engineering staff has been diligently working with the development community to coordinate and implement funded projects. North Bethany Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2019. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, development timing was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2019 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2019-20.

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2019-20.

Appendix D: Bonny Slope West Transportation System Development Charge Annual Report - Fiscal Year 2018-2019

Introduction

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure necessary to serve the Bonny Slope West Subarea.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2018-2019. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the Bonny Slope West Transportation System Development Charge activity during Fiscal Year 2018-19.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2018-2019 SUMMARY

| | FY 2018 – 2019 |
|---------------------------|----------------|
| Starting Balance 7/1/2018 | \$518,216 |
| Revenue | \$387,023 |
| Investment Earnings | \$20,209 |
| Expenditures | \$5,693 |
| Ending Balance 6/30/2019 | \$919,755 |

No credits have been issued and no projects have been completed prior to June 30, 2019.



Washington County

Department of Land Use & Transportation • Planning and Development Services

155 N. First Avenue, Suite 350-14, Hillsboro, OR 97214-3072 phone: (503) 846-3519 ● fax: (503) 846-4412

Bonny Slope West Transportation System Development Charge Summary

Total BSWTSDC revenue activity is summarized in Table 1. It includes revenue from the charge, interest earned and credits issued. The revenue, interest and credits issued result in **\$941,235** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2019.

Table 1: BSWTSDC Total Activity (Revenue plus Credits Issued)

| Fiscal Year | BSWTSDC Revenue | Interest Earned | Credits Issued | Total Activity |
|-------------|--------------------|-----------------|----------------|----------------|
| FY 2017-18 | \$531,156 | \$2,847 | \$0 | \$534,003 |
| FY 2018-19 | \$387,023 | \$20,209 | \$0 | \$407,232 |
| Total | \$918,179 | \$23,056 | \$0 | \$941,235 |

Total BSWTSDC expenditure activity is summarized in Table 2. It includes expenditures for administration and other costs (e.g. credit card charges, mailing). The expenditures result in **\$21,481** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2019.

Table 2: BSWTSDC Expenditures

| Fiscal Year | Administration | Other | Total Activity |
|-------------|----------------|----------|----------------|
| FY 2017-18 | \$4,291 | \$11,497 | \$15,788 |
| FY 2018-19 | \$1,416 | \$4,277 | \$5,693 |
| Total | \$5,707 | \$15,774 | \$21,481 |

Bonny Slope West Funding Plan Revenue Source Summary

Table 2 summarizes the North Bethany Funding programs through June 30, 2019.

Table 3: Summary of Bonny Slope West Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2019 ¹ |
|---|-----------------------------|---|
| Transportation Development Tax (TDT)* | \$3,649,500 | \$723,235 |
| Bonny Slope West Transportation System Development Charge (BSWTSDC - includes credits issued) | \$4,635,000 | \$941,235 |
| Major Streets Transportation Improvement Program (MSTIP)** | \$2,665,500 | \$0 |
| Total | \$10,950,000 | \$1,664,470 |

- Includes revenue plus interest and credits
- * Estimated from BSWTSDC receipts plus credits
- ** Assumes the MSTIP allocation committed to the Bonny Slope West Funding Plan

Review of Bonny Slope West Development

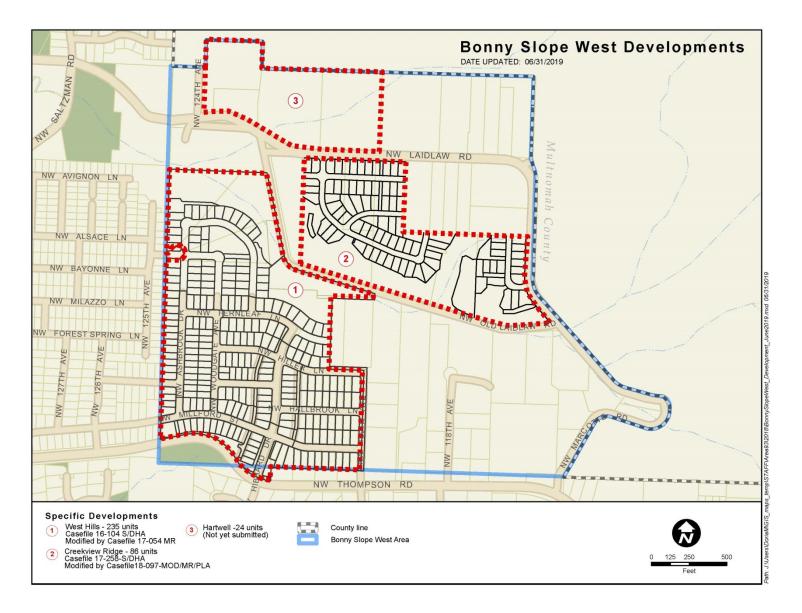
Prior to FY 17-18, no development had occurred in the Bonny Slope West Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and just over 320 residential units (single-family) have been approved. Construction within these approved developments has begun and 113 units were issued permits or final approval prior to June 30, 2019.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the Bonny Slope West Funding Plan may not necessarily occur until after development construction. This is due to the fact that TDT (or BSWSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and BSWSDC) at time of final building permit (or deferred to occupancy)

Figure 1, displays the land use approval status as of June 30, 2019.

Figure 1: Development as of June 30, 2019



Bonny Slope West Development Analysis

As shown in Figure 1, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 3 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2018.

Table 4: Residential Development

| | Units Expected in | Units Approved, | Units Permitted or |
|------------------------|-------------------|-----------------|----------------------|
| Unit Type | Funding Plan | June 30, 2018 | Final, June 30, 2018 |
| Single Family Detached | 600 | 321 (54%) | 113 (19%) |

Approximately 54% of the development expected in the Bonny Slope West Funding Plan has been approved. The development approvals also cover approximately 43% of the total Bonny Slope West Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 57% of the land area remains developable, much of the remaining developable area includes smaller parcels and lands that may have environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the Bonny Slope West Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope Funding Plan.

Bonny Slope West Road Project Analysis

As of June 30, 2019 no capital projects had been completed or credits had been issued for any parts of the identified projects. Table 4 shows the Bonny Slope West Road projects investment through June 30, 2019.

Table 5: Bonny Slope West Road Project Analysis

| Project Number | Road | Extent | Total Cost Estimate | Percent Complete* | Investment** | Credit Vouchers Issued/Other Funding |
|-------------------|-------------|--|------------------------|----------------------|--------------|---|
| 1 | Thompson Rd | Saltzman Rd to Marcotte Rd | \$4,000,000 | 0% | \$0 | |
| 2 | Laidlaw Rd | Saltzman Rd to Marcotte Rd | \$5,400,000 | 0% | \$0 | |
| 3 | Marcotte Rd | Laidlaw Rd to Thompson Rd (ROW only) | \$11,100,000 | 0% | \$0 | |
| 4 | Saltzman Rd | Laidlaw Rd to Thompson Rd | \$3,600,000 | 0% | \$0 | |
| | | Total | \$10,950,000 | 0% | \$0 | |

^{*} As of June 30, 2019. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

Bonny Slope West Project Costs

Bonny Slope West Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2019. It is the recommendation of this report to continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Project costs for Bonny Slope West roads should continue to be independently monitored. If the project costs increase faster in Bonny Slope West than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The Bonny Slope West Funding Plan assumed that development would occur in Bonny Slope West in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The Bonny Slope West Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2019 that is not included in this report. The ongoing rapid development of the Bonny Slope West Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the Bonny Slope West Funding Plan for Fiscal Year 2019-20.

This report provides three recommendations:

- 1. Continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope West Funding Plan.
- 2. Continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for Bonny Slope West roads, if the project costs increase faster in Bonny Slope West than the countywide TDT index, consider adjustments.
- 3. Update this review of the Bonny Slope West Funding Plan in Fiscal Year 2019-20.



Transportation Development Tax

Fiscal Year 2017-2018 Annual Report

July 1, 2017 through June 30, 2018

Washington County
Department of Land Use
& Transportation

December 2018

Board of County Commissioners

Andy Duyck, Chair

Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Andy Back, Manager, Planning and Development Services
Joe Younkins, County Engineer (Acting)

Project Staff

Nancy Abdill, Senior Management Analyst
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Steve Kelley, Senior Planner
Julie Sosnovske, Transportation Planner
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Marlene DeVilla, Senor Accounting Assistant
Cindy Downey, Management Analyst II

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2017-2018 ANNUAL REPORT

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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 charge 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) 2017-18 (July 1, 2017 through June 30, 2018) include the following:

- Washington County and the cities collected \$20.1 million in TDT cash proceeds, a slight decrease (seven percent) from the previous fiscal year (\$21.5 million), but still showing general overall growth since TDT was adopted in 2009.
- The county and cities issued **TDT credits with a total value of \$6.4 million**, which is about 15 percent more than value of credits issued in FY 2016-17 (\$5.6 million).
- County and city TDT accounts collectively generated just over \$940,000 in interest and investment income.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as "total TDT activity," was approximately \$29.6 million, a slight increase (six percent) from the previous fiscal year (\$27.9 million).
- The cities and unincorporated Washington County collectively invested about \$12.6 million in TDT funds for transportation capital projects. Hillsboro invested the most TDT funds, totaling over \$6.6 million for improvements. Countywide, more than \$36 million in other revenue (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$760,000. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.
- TDT accounts across the county had a total balance of over \$113 million on June 30, 2018.

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 charge, known as the Traffic Impact Fee (TIF), passed 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. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge 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 Project List ("TDT Project List") maintained by the county, are generally 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 pre-existing 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 2017-18 several developments used the change-in-use discount, including one in Beaverton, two in Tigard, four in Hillsboro and six in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2017-18 was about \$812,000.

A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- 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.

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, remained the same.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index

| Year | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------|
| Materials Component | | | | | | | |
| National Highway CCI | 1.0728 | 1.1624 | 1.1029 | 1.112 | 1.1321 | 1.104 | N/A |
| % Annual Change | 1.04% | 5.00% | -2.09% | 0.79% | 1.84% | -1.35% | N/A |
| Ave 5-year Change | -4.54% | -2.81% | -3.40% | 0.27% | 1.28% | 0.57% | N/A |
| Labor Component | | | | | | | |
| BLS Employment Cost Index | 116.4 | 117.6 | 118.6 | 120.7 | 123.4 | 124.9 | 128.3 |
| % Annual Change | 2.46% | 1.03% | 0.85% | 1.77% | 2.24% | 1.22% | 2.72% |
| Ave 5-year Change | 2.36% | 1.80% | 1.35% | 1.56% | 1.67% | 1.42% | 1.76% |
| Right-of-Way | | | | | | | |
| Component | | | | | | | |
| Ave Total Real Market Value | \$374,922 | \$365,516 | \$407,690 | \$453,046 | \$481,670 | \$530,246 | \$581,558 |
| % Annual Change | -4.35% | -2.51% | 11.54% | 11.13% | 6.32% | 10.08% | 9.68% |
| Ave 5-year Change | 2.33% | -1.65% | -1.12% | 2.18% | 4.42% | 7.31% | 9.75% |
| Weighted Average Index | -1.113% | -1.195% | -1.516% | 1.038% | 2.028% | 2.174% | Data not available |

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In 2018, county staff had to reformulate the Index again because FHWA staff updated the NHCCI methodology and revised prior calculations based on the new procedures. The older calculation methodology has been discontinued. Calculation of the index with both the prior NHCCI and the revised NHCCI 2.0 are shown in the table above and below this text. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, county staff incorporated this new index into the rate adopted by the Board of Commissioners on April 17, 2018.

TDT Index History

Cost Change Index using the National Highway Construction Cost Index 2.0

| Year | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|-----------------------------|------------|------------|------------|------------|-----------|------------|-----------|
| Materials Component | | | | | | | |
| National Highway CCI | 1.5099 | 1.6016 | 1.6130 | 1.6816 | 1.6984 | 1.6616 | 1.6752 |
| % Annual Change | 4.91% | 6.07% | 0.71% | 4.25% | 1.00% | -2.17% | 0.82% |
| Ave 5-year Change | -0.08% | 1.02% | -0.29% | 3.14% | 3.39% | 1.97% | 0.92% |
| Labor Component | | | | | | | |
| BLS Employment Cost Index | 116.4 | 117.6 | 118.6 | 120.7 | 123.4 | 124.9 | 128.3 |
| % Annual Change | 2.46% | 1.03% | 0.85% | 1.77% | 2.24% | 1.22% | 2.72% |
| Ave 5-year Change | 2.36% | 1.80% | 1.35% | 1.56% | 1.67% | 1.42% | 1.76% |
| Right-of-Way | | | | | | | |
| Component | | | | | | | |
| Ave Total Real Market Value | \$ 374,922 | \$ 365,516 | \$ 407,690 | \$ 453,046 | \$481,670 | \$ 530,246 | \$581,558 |
| % Annual Change | -4.35% | -2.51% | 11.54% | 11.13% | 6.32% | 10.08% | 9.68% |
| Ave 5-year Change | 2.23% | -1.65% | -1.12% | 2.18% | 4.42% | 7.31% | 9.75% |
| Weighted Average | | | | | | | |
| Index | 1.117% | 0.721% | 0.039% | 2.474% | 2.028% | 2.875% | 2.939% |

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As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2018) was \$8,706, up from the \$8,458 charged between October 1, 2017 and June 30, 2018.

III. COUNTYWIDE FINANCIAL ANALYSIS

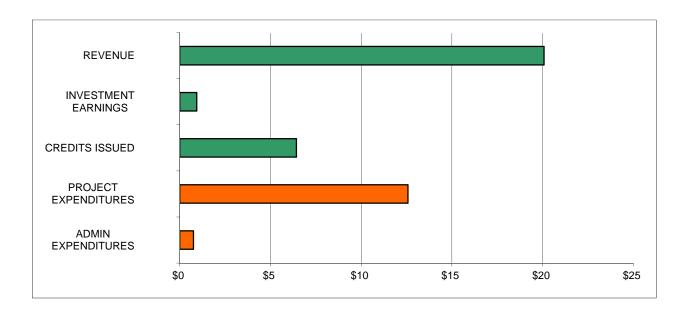
Countywide Total TDT Activity and Balance

In FY 2017-18, the county and cities collected \$20,079,785 in TDT revenue. While this represents a seven percent decrease compared to the previous fiscal year, it shows general overall growth since the program started in 2009. County and city TDT accounts earned interest amounting to \$940,771. Jurisdictions issued 24 different credits totaling \$6,431,410 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$29,581,969 countywide in FY 2017-18.

Expenditures on capital projects (which may include design), totaled \$12.6 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about \$760,000. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2018 were added together for all jurisdictions across the county, the total "account balance" would be about \$113 million. 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 as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2017-18.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2017-18 (Reported in millions of \$'s)



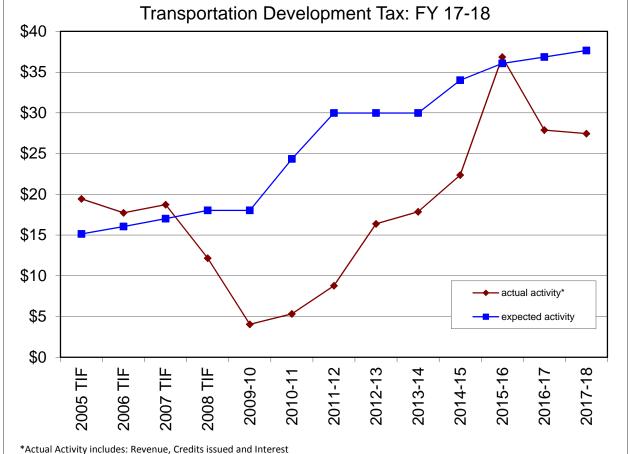
Actual vs. Expected Total TDT Activity

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 2017-18 should have been around \$37.7 million. Actual activity was \$28 million, less than that expectation. Total TDT activity in FY 2017-18 was down slightly (by about two percent) compared to FY 2016-17, but shows overall growth since the program started in 2009.

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 graph. A major employer underwent a significant expansion in 2015-16, accounting for the activity spike that year. During the 2017-18 fiscal year with the rates now fully phased in, the total TDT activity is approximately 15-20 percent less than expected TDT activity anticipated in 2008.

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

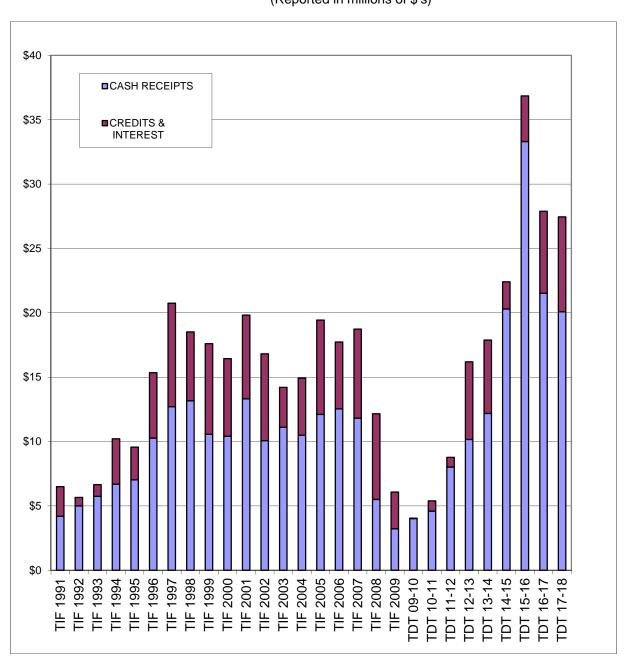
Transportation Development Tax: FY 17-18



Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2017-18 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2015-16 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. FY 2017-18 was slightly lower than FY 2016-17 and significantly lower than the record set in FY 2015-16, but remains strong. Total TDT activity in each of the last four years has exceeded that of all pre-recession years.

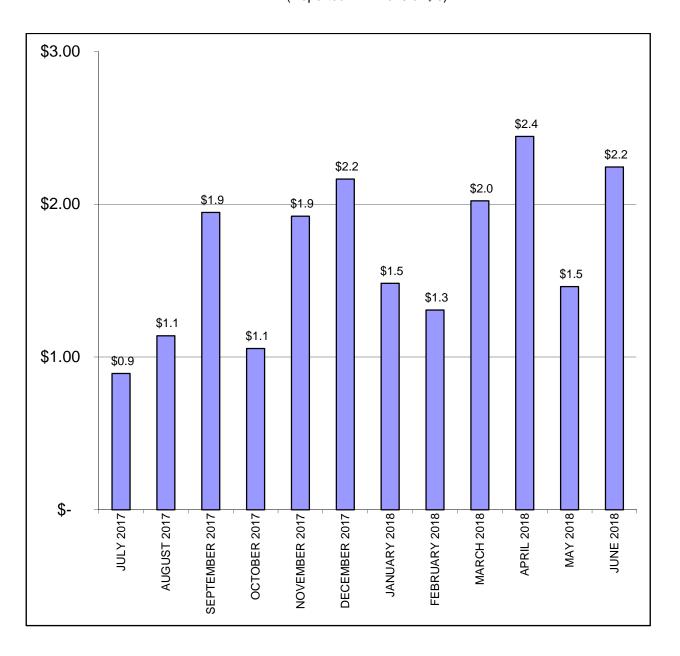
FIGURE 3: ANNUAL PROGRAM COMPARISON (Reported in millions of \$'s)



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 2017-18, revenue ranged from just under \$1 million in July, 2017 to about \$2.4 million in April, 2018.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2017-18 (Reported in millions of \$'s)



Interest Earned

During FY 2017-18, the countywide TDT program collected \$940,771 in interest and investment earnings. 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.

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 2017-18, a total of 23 separate TDT credits were issued: five in Hillsboro, two in Tigard, two in Beaverton, two in Sherwood, and 12 in unincorporated Washington County. The 23 credits represent \$6,431,410 in eligible improvements to the transportation system. Developers used about \$4.3 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 2017-18 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 2017-18, in order, were unincorporated Washington County (\$6.9 million, 35 percent of total), Tigard (\$4.1 million, 20 percent of total), Forest Grove (\$2.7 million, 13 percent of total), Tualatin (\$2.4 million, 12 percent of total) and Hillsboro (\$2.2 million, 11 percent of total). If credits and interest are included, unincorporated Washington County still had the most activity with \$9.9 million; followed by Hillsboro with \$5.5 million and Tigard with \$4.2 million in total TDT activity.

In terms of expenditures, Hillsboro had the highest amount, with \$6.7 million for capital projects and administrative expenses; this was followed by unincorporated Washington County, with \$3.5 million in expenditures, and Beaverton with \$2.3 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2018 was highest in Washington County (\$45.4 million), followed by the City of Hillsboro (\$20.2 million) and Tigard (\$11.6 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2017-18 (Rounded to nearest dollar)

| Jurisdiction | Balance as of 7/1/16 | Cash Receipts | Interest Earnings & Transfers | Credits Issued* | "Total Activity" | Project & Admin Expenses | Balance as of 6/30/17 |
|-------------------|----------------------|------------------|-------------------------------------|--------------------|---------------------|--------------------------------|-----------------------|
| Banks | \$ 24,690 | \$ 29,818 | \$ 870 | \$ - | \$ 30,688 | \$ - | \$ 55,377 |
| Beaverton | \$ 10,280,341 | \$ 771,845 | \$ 167,539 | \$ 1,020,781 | \$ 1,960,166 | \$ 2,311,352 | \$ 8,908,374 |
| Cornelius | \$ 225,776 | \$ 36,644 | \$ 4,041 | \$ - | \$ 40,685 | \$ - | \$ 266,461 |
| Durham | \$ 8,508 | \$ - | \$ 145 | \$ - | \$ 145 | \$ - | \$ 8,653 |
| Forest Grove | \$ 6,373,308 | \$ 2,651,161 | \$ 121,438 | \$ - | \$ 2,772,598 | \$ - | \$ 9,145,907 |
| Gaston | \$ 59,513 | \$ - | \$ 856 | \$ - | \$ 856 | \$ - | \$ 60,369 |
| Hillsboro | \$ 23,621,625 | \$ 2,241,552 | \$ 1,050,229 | \$ 2,248,250 | \$ 5,540,030 | \$ 6,747,920 | \$ 20,165,486 |
| King City | \$ 2,231,837 | \$ 209,436 | \$ 40,486 | \$ - | \$ 249,922 | \$ 24,681 | \$ 2,457,078 |
| North Plains | \$ 2,254,118 | \$ 228,366 | \$ 23,385 | \$ - | \$ 251,751 | \$ - | \$ 2,505,869 |
| Sherwood | \$ 2,395,774 | \$ 498,600 | \$ 1,175,220 | \$ 367,763 | \$ 2,041,583 | \$ 120,933 | \$ 3,948,661 |
| Tigard | \$ 7,528,397 | \$ 4,085,773 | \$ 8,847 | \$ 126,871 | \$ 4,221,492 | \$ 46,995 | \$ 11,576,022 |
| Tualatin | \$ 6,292,089 | \$ 2,400,789 | \$ 134,751 | \$ - | \$ 2,535,540 | \$ 582,965 | \$ 8,244,665 |
| Washington County | \$ 41,594,970 | \$ 6,925,802 | \$ 336,866 | \$ 2,667,745 | \$ 9,930,413 | \$ 3,502,717 | \$ 45,354,921 |
| Wilsonville | \$ 327,340 | \$ - | \$ 6,100 | \$ - | \$ 6,100 | \$ - | \$ 333,440 |
| Countywide Total | \$ 103,218,286 | \$ 20,079,785 | \$ 3,070,774 | \$ 6,431,410 | \$ 29,581,969 | \$ 13,337,563 | \$ 113,031,282 |

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2017-18

(Does not include credits, interest earnings or fund transfers)

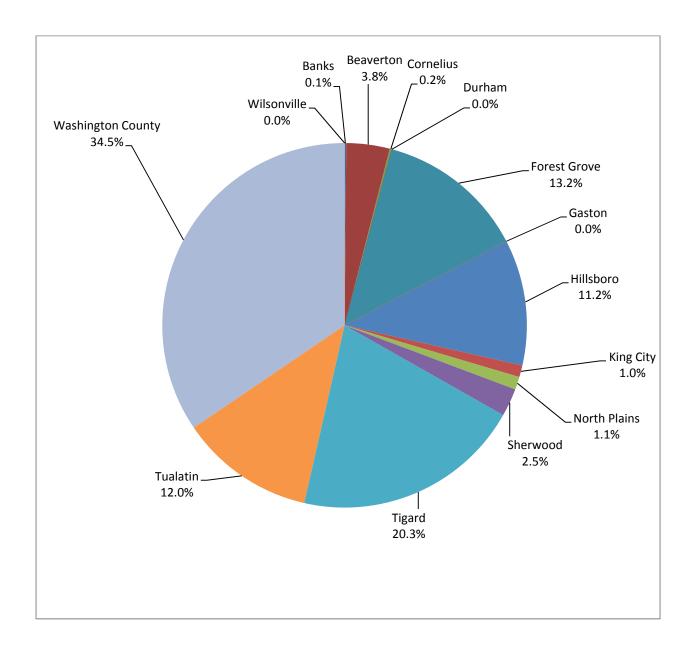
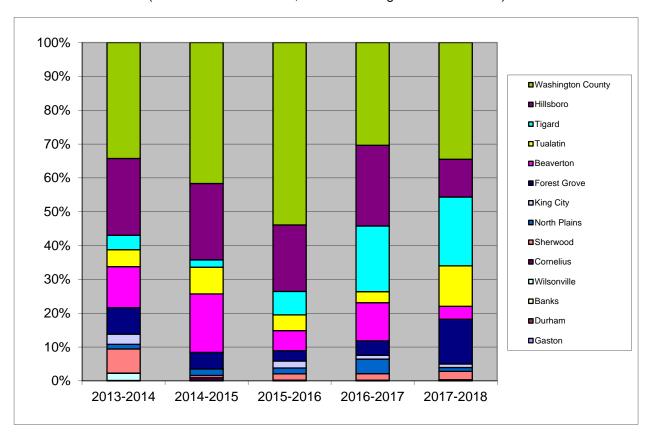


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2013-14 through FY 2017-18

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2017-18, eight cities and Washington County invested a combined total of \$12,580,768 in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2017-18 expenditures.

- The City of Beaverton used almost \$2 million for the Crescent Connection multi-use path.
- The City of Hillsboro invested about \$6.6 million for a number of projects, including widening of 231st
 Avenue at Cornell Road, extensions of Century Boulevard and Cherry Drive, and a Jackson School
 Road bike/ped project.
- The City of Sherwood used about \$100,000 for improvements to OR 99W/Sunset Boulevard and the Cedar Creek Trail.
- The City of Tigard used about \$20,000 toward several smaller projects, including contributions toward a signal on Upper Boones Ferry Road and Roy Rogers Road improvements.
- The City of Tualatin used about \$580,000 for the Garden Corner Curves (105th/Blake/108th) and Myslony Bridge projects.
- Washington County used about \$1.3 million for the 185th Avenue/Springville Road, Cedar Hills Boulevard/US 26 intersections and Brookwood Parkway between Meek Road and Shute Road.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2017-18, jurisdictions invested over \$36 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- Roadway Improvements: Farmington Road, Walker Road, Walnut Street, Cornelius Pass Road, 158th Avenue, 198th Avenue, Roy Rogers Road, NE 28th Avenue, Jackson School Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, West Union Road, Springville Road
- Roadway Extensions: Cherry Drive, Hidden Creek Drive, 264th Avenue, Basalt Creek Parkway, Century Boulevard
- Intersection Improvements: OR 99W/McDonald/Gaarde, 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, Cedar Hills Boulevard/US 26 Eastbound Off-Ramp, Cornelius Pass Road/Germantown Road
- Pedestrian Projects: Fischer Road, Springville Road crossing
- Bicycle/Pedestrian Projects: Jackson School Road
- Bridge/Culvert Replacements: Myslony Bridge, 227th Avenue over Rock Creek, Butner Road
- Safety Improvements: 185th Avenue, Springville Road
- Interchange: OR 217 (Allen-Denney) Interchange

Additional Improvement Value Contributed by Development:

Starting in this fiscal year (2017-18) some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2017-18 fiscal year, two cities reported additional improvement value contributed by development to be \$7,723,437.

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 2017-18. In total, \$175 million has been invested in eligible road projects on the TDT Project List since 2009, including \$19.5 million in TDT funds and \$155.6 million in other funds. In addition, \$2.9 million has been invested in eligible transit projects, including \$2.0 million in TDT funds and \$938,530 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 would remain unfunded. As of the end of FY 2017-18, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 22 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 and February 2018, 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 almost \$3 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 \$1,786 per motor vehicle trip and \$306 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 22% of the eligible motor vehicle costs and 15% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to 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 | \$2,976,363,589 | 1,666,558 | \$1,786 | \$391 | 21.9% |
| Transit Cost | \$510,582,396 | 1,666,558 | \$306 | \$45 | 14.7% |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | \$3 | 95.5% |
| Total | \$3,492,179,986 | | \$2,095 | \$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.

| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | TDT 2 Pres | | Other Fundin 2009-Presen | g oth | tal TDT and ner funding 09-Present |
|---------------|------------------------|----------------------------|--|--------------------------------------|---|-------------------------------|--|---------------------------------------|--|-----------------------------|-----------------|--------------------------|---|-----------------|---------------------------|---------------|-------|-----------------------------|-------|--|
| 2000 | Beaverton | 114th/115th | MAX Light Rail | Beaverton- Hillsdale/ Griffith | Construct 2-lane multimodal | \$ 11,040,000 | 100% | | | \$ 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ | | \$ - | \$ | - |
| | Beaverton | 120th | Center | Canyon | Construct 2-lane multimodal | \$ 9,825,600 | | | | \$ 9,825,600 | 100% | \$9,825,600 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2002 | | 125th Allen | Brockman | Hall | Extend 2-lane multimodal | \$ 15,345,600 \$ 6,955,200 | 100% | | | \$ 15,345,600 | 100% | \$15,345,600 | 2014-2024 | | \$ 82.486 | \$ | | \$ 143,12° \$ 82.48 | | 143,127 82,486 |
| | | | Hwy 217 | Western | Add turn lanes, signals, bike/ped Add turn lanes, bike lanes, | ,, | 100% | | | \$ 6,955,200 | 100% | \$6,955,200 | 2014-2024 | | \$ 62,466 | D. | - | | | 82,486 |
| 2004 | Beaverton | Allen | Murray | Hwy 217 | sidewalks & signalize | \$ 45,926,400 | 100% | | | \$ 45,926,400 | 100% | \$45,926,400 | 2014-2024 | | | \$ | - | \$ | \$ | - |
| 2005 | Beaverton | Farmington to n | Scholls Ferry; Co orth of Walker; H Hills; Farmington: Murray | lall: SB OR 217 | Adaptive signal systems | \$ 11,040,000 | 100% | | | \$ 11,040,000 | 100% | \$11,040,000 | 2014-2024 | | | \$ | , | \$ - | \$ | - |
| 2006 | Beaverton | Baltic | US26 WB | Barnes | Add NB aux lane; Add SB aux lane | \$ 570,000 | 100% | | | \$ 570,000 | 100% | \$570,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2007 | Beaverton | Barnes | 117th | Baltic | Bus pullouts, shelters, and transit amenities | \$ 700,000 | 100% | | | \$ 700,000 | 100% | \$700,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Beaverton | Barnes | 116th | | Construct traffic signal; Construct 2nd WB left turn lane | \$ 500,000 | | | | \$ 500,000 | | \$384,058 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Beaverton Beaverton | Barnes Barnes | Cedar Hills Cedar Hills | Valeria | Add 2nd EB to SB right turn lane Add WB aux lane; modify signals | \$ 450,000 \$ 1,250,000 | | | | \$ 450,000 \$ 1,250,000 | 100% | \$450,000 \$1,250,000 | 2014-2024 2014-2024 | | 1 | \$ | - | \$ - | \$ | - |
| 2010 | Deaver (Of) | Dallies | | valena | | ψ 1,25U,000 | 100% | | | ۱,∠5∪,000 پ | 100% | φ1,∠3U,UUU | 2014-2024 | | - | Ą | - | Ψ - | Ф | |
| 2011 | Beaverton | Barnes | Station North/Holly | | Construct signal and interconnect; Add WB right turn lane | \$ 600,000 | 100% | | | \$ 600,000 | 100% | \$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 | 100% | | | \$ 1,900,000 | 100% | \$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 | 100% | | | \$ 600,000 | 100% | \$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 | 100% | | | \$ 2,100,000 | 100% | \$2,100,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2015 | Beaverton | Barnes | OR 217 | Leahy | Interconnect traffic signals | \$ 200,000 | 100% | | | \$ 200,000 | 88% | \$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 | 100% | | | \$ 2,700,000 | 100% | \$2,700,000 | 2014-2024 | | | \$ | 11 | \$ - | \$ | - |
| 2017 | Beaverton | Barnes | Baltic | Monterey PI | Add WB aux lane; Modify traffic signals | \$ 600,000 | 100% | | | \$ 600,000 | 100% | \$600,000 | 2025-2039 | | | \$ | | \$ - | \$ | - |
| 2018 | Beaverton | Barnes | Monterey | | Add EB left turn lane; Modify traffic signal | \$ 500,000 | 100% | | | \$ 500,000 | 88% | \$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 | 100% | | | \$ 2,500,000 | 100% | \$2,500,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 2020 | Beaverton | Beaverton- Hillsdale | Western | | Turn lanes, signal improvements | \$ 2,064,480 | 100% | | | \$ 2,064,480 | 100% | \$2,064,480 | 2025-2039 | | | \$ | | \$ - | \$ | - |
| 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 | 100% | | | \$ 1,430,000 | 100% | \$1,430,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Beaverton | Canyon | 170th | OR 217 | Access management | \$ 1,000,000 | | | | \$ 1,000,000 | | \$1,000,000 | 2014-2024 | | | \$ | - | \$ - | \$ | |
| | Beaverton | Canyon | Cedar Hills 300' north of | | Turn lanes, signal improvements Add NB and SB aux lanes, extend | \$ 6,922,080 | 100% | | | \$ 6,922,080 | 100% | \$6,922,080 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| | Beaverton Beaverton | Cedar Hills Cedar Hills | Celeste Barnes | Barnes US 26 WB | 300' north of Celeste Add SB multi-use bike/ped facility | \$ 2,330,000 \$ 250,000 | 100% | | | \$ 2,330,000 \$ 250,000 | 100% | \$2,330,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Beaverton | Cedar Hills | US 26 WB | 03 20 WB | Add SB multi-use bike/ped facility Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals | \$ 250,000 | | | | \$ 250,000 | | \$1,000,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 2027 | Beaverton | Cedar Hills | US 26 WB | US 26 EB | Construct sidewalks and bike lanes | \$ 670,000 | 100% | | | \$ 670,000 | 100% | \$670,000 | 2014-2024 | \$ 229,057 | | \$ 26 | 2,134 | \$ - | \$ | 262,134 |
| 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 | 100% | | | \$ 1,770,000 | 100% | \$1,770,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |

| Project ID | Jurisdiction | Facility | From | То | Project | | oject Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | Elig | gible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | | T 2009- resent | | Funding Present | other | TDT and funding |
|---------------|------------------------|--------------------------------|-------------------------|--------------------------------------|---|----|-------------------------|--|---------------------------------------|--|------|--------------------------|-----------------|-----------------------------|---|-----------------|---------------------------|----|-------------------|--------|---------------------|--------|-----------------|
| 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 | 100% | | | \$ | 448,000 | 100% | \$448,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2030 | Beaverton | Cedar Hills | Walker | | Add double left turn lanes on all approaches, add EB rt turn lane | \$ | 3,643,200 | 100% | | | \$ | 3,643,200 | 97% | \$3,545,614 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2031 | Beaverton | Cedar Hills | Walker | Farmington | Add turn lanes, bike lanes | \$ | 20,976,000 | 100% | | | \$ | 20,976,000 | 100% | \$20,976,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2032 | Beaverton | Cedar Hills | Jenkins | | Turn lanes, signal improvements | \$ | 2,550,240 | 100% | | | \$ | 2,550,240 | 100% | \$2,550,240 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2033 | Beaverton | Cedar Hills | Hall | | Add NB rt turn lane | \$ | 728,640 | 100% | | | \$ | 728,640 | 100% | \$728,640 | 2025-2039 | | | \$ | | \$ | - | \$ | |
| 2034 | Beaverton | Cornell | 113th | | Add aux lanes at all intersection approaches; Modify traffic signal | \$ | 700,000 | 100% | | | \$ | 700,000 | 100% | \$700,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2035 | Beaverton | Cornell | 107th | | Construct traffic signal | \$ | 360,000 | 100% | | | \$ | 360,000 | 100% | \$360,000 | 2014-2024 | | | \$ | | \$ | - | \$ | |
| 2036 | | Crescent | Rose Biggi | Cedar Hills | Extend 2-lane multimodal | \$ | 3,864,000 | 100% | | | \$ | 3,864,000 | 100% | \$3,864,000 | 2014-2024 | | | \$ | | \$ | 65,237 | \$ | 65,237 |
| 2037 | Beaverton | Davies | Scholls Ferry | Barrows | Extend 2-lane multimodal | \$ | 5,409,600 | 100% | | | \$ | 5,409,600 | 100% | \$5,409,600 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2038 | Beaverton | Dawson/ Westgate | Rose Biggi | Hocken | Extend 2-lane multimodal | \$ | 9,825,600 | 100% | | | \$ | 9,825,600 | 100% | \$9,825,600 | 2014-2024 | \$ 50,651 | | \$ | 395,774 | \$ | 31,576 | \$ | 427,350 |
| 2039 | Beaverton | Denney | Hall | Scholls Ferry | Add turn lanes, bike lanes & signalize | \$ | 6,734,400 | 100% | | | \$ | 6,734,400 | 100% | \$6,734,400 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2040 | Beaverton | Farmington | Cedar Hills | <u> </u> | Turn lanes, signal improvements | \$ | 3,036,000 | 100% | | | s | 3,036,000 | 100% | \$3,036,000 | 2025-2039 | | \$ 617,281 | \$ | _ | \$ 4. | ,470,996 | \$ 4 | ,470,996 |
| | Beaverton | Farmington | Lombard | | Add NB rt turn lane | \$ | 1,689,120 | 100% | | | \$ | 1,689,120 | 100% | \$1,689,120 | 2025-2039 | | \$ 343,433 | | - | | ,487,500 | | |
| 2042 | Beaverton | Hall extension | to Jenkins | | Construct 2 or 4 lane | \$ | 15,897,600 | 100% | | | \$ | 15,897,600 | 100% | \$15,897,600 | 2025-2039 | | | \$ | - | \$ | - | \$ | |
| | Beaverton | Hall | Cedar Hills | Farmington | Add turn lanes, bike lanes | \$ | 5,740,800 | 100% | | | \$ | 5,740,800 | 100% | \$5,740,800 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | Hall | Center | | Turn lanes, signal improvements Add EB&WB rt turn lanes, NB&SB | \$ | 121,440 | 100% | | | \$ | 121,440 | 100% | \$121,440 | 2025-2039 | | | \$ | | \$ | - | \$ | |
| 2046 | Beaverton | Hall | Allen | | double lefts | \$ | 2,373,600 | 100% | | | \$ | 2,373,600 | 100% | \$2,373,600 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2047 | Beaverton | Hall | Denney | | Turn lanes, signal improvements | \$ | 850,080 | 100% | | | \$ | 850,080 | 100% | \$850,080 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2048 | Beaverton | Hall | 500' south of Allen | 12th | Add turn lanes, bike lanes | \$ | 6,734,400 | 100% | | | \$ | 6,734,400 | 100% | \$6,734,400 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2049 | Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$ | 18,878,400 | 100% | | | \$ | 18,878,400 | 100% | \$18,878,400 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2050 | | Millikan | Murray | | Rt turn lane for WB Millikan | \$ | 607,200 | 100% | | | \$ | 607,200 | 100% | \$607,200 | 2025-2039 | | | \$ | | \$ | - | \$ | |
| 2051 2052 | Beaverton Beaverton | Millikan Millikan | 141st Watson | Hocken 114th | Add signal, turn lanes, bike & ped Extend 2-lane multimodal | \$ | 2,870,400 15,235,200 | 100% 100% | | | \$ | 2,870,400 15,235,200 | 100% 100% | \$2,870,400 \$15,235,200 | 2014-2024 | | | \$ | - | \$ | | \$ | |
| | Beaverton | Murray | Allen | 11401 | Turn lanes, signal improvements | \$ | 1,578,720 | 100% | | | S. | 1,578,720 | 100% | \$1,578,720 | 2025-2039 | \$ 1.299 | | \$ | 1,299 | \$ | | S. | 1,299 |
| | Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$ | 1,280,640 | 100% | | | \$ | 1,280,640 | 100% | \$1,280,640 | 2025-2039 | Ψ 1,233 | | \$ | - 1,233 | \$ | | \$ | - |
| | Beaverton | New street | Broadway | 115th | Construct 2-lane multimodal | \$ | 4,968,000 | 100% | | | \$ | 4,968,000 | 100% | \$4,968,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2056 | | Nimbus | Denney | Hall | Extend 2-lane multimodal | \$ | 17,001,600 | 100% | | | \$ | 17,001,600 | 100% | \$17,001,600 | 2014-2024 | | | \$ | | \$ | - | \$ | - |
| 2058 | | Rose Biggi | TV Hwy | Broadway | Extend 2-lane multimodal | \$ | 3,312,000 | 100% | | | \$ | 3,312,000 | 100% | \$3,312,000 | 2014-2024 | | | \$ | | \$ | - | \$ | |
| | Beaverton Beaverton | Scholls Ferry Scholls Ferry | Allen | | Turn lanes, signal improvements Turn lanes, signal improvements | \$ | 4,128,960 1.733,280 | 100% | | | \$ | 4,128,960 1,733,280 | 95% 100% | \$3,929,172 \$1,733,280 | 2025-2039 | | | \$ | - | \$ | | \$ | - |
| | Beaverton | Scholls Ferry | 125th | | Add SB rt turn lane | \$ | 1,280,640 | 100% | | | S. | 1,280,640 | 100% | \$1,280,640 | 2025-2039 | | | \$ | - : | \$ | - | \$ | - - |
| 2062 | | | Dovice | | Add NB rt turn lane, close east | \$ | | | | | \$ | | | | | | | \$ | - | \$ | | \$ | |
| | Beaverton | Scholls Ferry | Davies Barrows (west | | end of Scholls Ferry @Barrows Add SB rt turn lane | \$ | 331,200 | 100% | | | \$ | 331,200 | 100% | \$331,200 \$331,200 | 2025-2039 | | | s | - | s | - | s s | |
| 2063 | Beaverton | Sexton | end) 160th | 155th | Extend 2-lane multimodal | \$ | 2,760,000 | 100% | | | \$ | 2,760,000 | 100% | \$2,760,000 | 2014-2024 | | | s | | s s | - | \$ | |
| | | Mountain | | 133111 | | 9 | | | | | | | | | | | | Ψ | | + | 700.000 | + | 700 000 |
| 2065 | Beaverton Beaverton | Walker Walker | 173rd 167th | | Turn lanes, signal improvements Signalize, add SB left turn lane | \$ | 2,760,000 187,680 | 100% 100% | | | \$ | 2,760,000 187,680 | 100% | \$2,760,000 \$187,680 | 2025-2039 2025-2039 | | | \$ | | | ,760,000 187,680 | | 187,680 |
| | Beaverton | Weir | 155th | 175th | Turn lanes, bike lanes, sidewalks | \$ | 4,526,400 | 100% | | | \$ | 4,526,400 | 100% | \$4,526,400 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | 175th | UGB | Scholls Ferry | Widen to 5 lanes | \$ | 6,345,000 | 100% | SCM TSDC | | \$ | 6,345,000 | 100% | \$6,345,000 | 2014-2024 | | \$ 2,960,087 | \$ | - | \$ 3, | ,526,599 | \$ 3 | ,526,599 |
| 2069 | Beaverton | New East-West Collector | Tile Flat | Loon | New 3 lane collector | \$ | 22,755,000 | 100% | SCM TSDC | | \$ | 22,755,000 | 100% | \$22,755,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2070 | Beaverton | New North- South Collector | UGB | Scholls Ferry | New 2 lane collector | \$ | 11,020,000 | 100% | SCM TSDC | | \$ | 11,020,000 | 100% | \$11,020,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2071 | Beaverton | Scholls Ferry | Tile Flat | 175th / Roy Rogers | Widen to 5 lanes | \$ | 8,165,000 | 100% | SCM TSDC | | \$ | 8,165,000 | 100% | \$8,165,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 2072 | Beaverton | Scholls Ferry | Horizon/Teal | | New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection | \$ | 500,000 | 100% | SCM TSDC | | \$ | 500,000 | 100% | \$500,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2073 | Beaverton | Tile Flat | UGB | Scholls Ferry | Widen to 3 lanes | \$ | 3,025,000 | 100% | SCM TSDC | | \$ | 3,025,000 | 100% | \$3,025,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 2074 | Beaverton | Western | 5th | Beaverton- Hillsdale/ Griffith | Reconstruct 4-lane roadway as 3- lane arterial with separated bicycle and pedestrian paths. Includes | \$ | 4,125,000 | 100% | SCM TSDC | | \$ | 4,125,000 | 100% | \$4,125,000 | 2014-2024 | \$ 75,000 | | \$ | 75,000 | \$ | - | \$ | 75,000 |
| 2075 | Beaverton | Hocken Ave | RR Tracks | Tualatin-Valley Hwy | traffic signal Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation | \$ | 2,500,000 | 100% | SCM TSDC | | \$ | 2,500,000 | 76% | \$1,900,000 | 2014-2024 | \$ 15,584 | | \$ | 15,584 | \$ | - | \$ | 15,584 |
| | Beaverton | TOTAL | | | relocation | \$ | 366,628,600 | | | | \$ | 366,628,600 | | \$365,530,668 | | \$ 371.591 | \$ 4,003,287 | \$ | 749.791 | \$ 13 | .755.201 | \$ 14 | .504.991 |
| 7000 | Cornelius | 10th | Adair/Main | Baseline | Add left & right turn lanes at | \$ | 2,200,000 | 100% | Developer / | \$880,000 | s | 1,320,000 | 100% | \$1,320,000 | 2014-2024 | | \$ 4,920,803 | ¢ | 2,1.21 | 7 | ,155,001 | \$ 7 | ,155,001 |
| | | 10th 14th | Holladay | | couplet intersection approaches Add signals at TV Hwy and widen | \$ | | 75% | ODOT Rail | φοδυ,υυυ | \$ | | 100% | | | | ψ 4,920,003 | \$ | | \$ 7, | , 100,001 | \$ 7 | 100,001 |
| 7001 | Cornelius | 1410 | понадау | Dogwood | existing travel lanes | Ъ | 2,800,000 | /5% | | | ф | 2,100,000 | 100% | \$2,100,000 | 2025-2039 | | l | \$ | - | Ф | - | Ф | - |

| Project ID | Jurisdiction | Facility | From | То | Project | Project ((2014) | | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | TDT 2009 | | Other Funding 2009-Present | othe | al TDT and er funding |
|---------------|------------------------------|------------------------------|---------------------------------|------------------------------------|--|---------------------|------------------|--|---------------------------------------|--|-------------------------------|-----------------|-----------------------------|---|-----------------|--|-----------------|-----|----------------------------|------|--------------------------|
| 7002 | Cornelius | Baseline | 10th | 20th | Inteconnect signals and | , | 00,000 | 100% | federal grant | \$3,060,000 | \$ 540,000 | 100% | \$540,000 | 2014-2024 | 151 | Other Funding | \$ 447,4 | _ t | \$ 8,200 | \$ | 455,692 |
| | Cornelius | Cornelius- Schefflin | | | consolidate access points Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes | | 00,000 | 75% | rodorai grain | φο,οσο,οσο | \$ 5,550,000 | 100% | \$5,550,000 | 2014-2024 | | | \$ - | | \$ 9,015,238 | \$ | 9,015,238 |
| 7004 | Cornelius | Davis St Extension | 4th | 10th | New 2-lane collector | \$ 2,5 | 00,000 | 100% | | | \$ 2,500,000 | 100% | \$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 | \$ 1,5 | 00,000 | 100% | | | \$ 1,500,000 | 100% | \$1,500,000 | 2025-2039 | | | \$ - | . : | \$ - | \$ | - |
| 7006 | Cornelius | Holladay St Extension | Yew (Forest Grove) | 4th | New 2-lane collector | \$ 10,7 | 64,871 | 100% | | | \$ 10,764,871 | 100% | \$10,764,871 | 2014-2024 | | | \$ - | | \$ - | \$ | - |
| 7007 | Cornelius | Holladay St Extension | 10th | Gray | New 2-lane collector | \$ 1,3 | 00,000 | 100% | | | \$ 1,300,000 | 100% | \$1,300,000 | 2014-2024 | | | \$ - | . ! | \$ - | \$ | - |
| 7008 | Cornelius | Holladay St Extension | Gray | 19th | New 2-lane collector | \$ 1,3 | 00,000 | 100% | | | \$ 1,300,000 | 100% | \$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 | \$ 17,2 | 40,000 | 75% | | | \$ 12,930,000 | 100% | \$12,930,000 | 2014-2024 | | | \$ - | - | \$ 87,698 | \$ | 87,698 |
| 7010 | Cornelius | TV Highway Corridor | 4th | 29th | Traffic signal system coordination | \$ 4 | 50,000 | 100% | | | \$ 450,000 | 100% | \$450,000 | 2014-2024 | | | \$ | | \$ - | \$ | - |
| 7011 | Cornelius | 29th/Alpine | Baseline/29th | 450' S of Dogwood | New collector and rail crossing | \$ 7,4 | 00,000 | 100% | | | \$ 7,400,000 | 100% | \$7,400,000 | 2014-2024 | | | | | | | |
| 7012 | Cornelius | 20th/Jasper/Ko diak | 20th | 345th | New collector through UGB expansion area | \$ 7,4 | 50,000 | 100% | | | \$ 7,450,000 | 100% | \$7,450,000 | 2014-2024 | | | | | | | |
| 7013 | Comelius | 26th | Webb | New roundabout at Jasper/Kodiak | Extend collector within UGB expansion area | \$ 1,3 | 00,000 | 100% | | | \$ 1,300,000 | 100% | \$1,300,000 | 2014-2024 | | | | | | | |
| 7014 | Cornelius | Dogwood Extension | 28th | 345th | Extend collector within UGB expansion area | \$ 1,6 | 00,000 | 100% | | | \$ 1,600,000 | 100% | \$1,600,000 | 2014-2024 | | | | | | | |
| | Cornelius | TOTAL | | • | T | \$ 68,8 | 04,871 | | | | \$ 58,004,871 | | \$58,004,871 | | \$ - | \$ 4,920,803 | \$ 447,4 | 92 | \$ 16,266,138 | \$ 1 | 6,713,629 |
| 8000 | Durham | Upper Boones Ferry | At Tualatin River | | Add 2 through lanes (Durham share of cost only) | \$ 6 | 00,000 | 100% | | | \$ 600,000 | 57% | \$342,857 | 2014-2024 | | | \$ 11,0 | 000 | \$ - | \$ | 11,000 |
| | Durham | TOTAL | | | | | 00,000 | | | | \$ 600,000 | | \$342,857 | | \$ - | \$ - | \$ 11,0 | 000 | \$ - | \$ | 11,000 |
| | | 19th 23rd/24th | Poplar Hawthorne | HWY 47 Quince | Extend 2-lane collector Construct 2-lane collector | | 17,156 60,000 | 100% 100% | | | \$ 1,517,156 \$ 4,260,000 | 100% 100% | \$1,517,156 \$4,260,000 | 2014-2024 2025-2039 | | | \$ - | - 1 | \$ - | \$ | - |
| | Forest Grove | 26th | Sunset | Oak | Extend 2-lane collector and improve 26th Ave to city | , , | 00,000 | 95% | | | \$ 9,310,000 | 100% | \$9,310,000 | 2014-2024 | | | \$ 2,1 | 55 | \$ 262,593 | \$ | 264,748 |
| 7503 | Forest Grove | OR 47 | Maple | | standards Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term) | \$ 5,0 | 00,000 | 75% | | | \$ 3,750,000 | 100% | \$3,750,000 | 2014-2024 | | | \$ - | . ! | \$ - | \$ | - |
| 7504 | Forest Grove | OR 47 | Elm | | Construct improvements (e.g. traffic signal) | \$ 5 | 20,000 | 75% | | | \$ 390,000 | 100% | \$390,000 | 2014-2024 | | | \$ - | - : | \$ - | \$ | - |
| 7505 | | В | David Hill | Hartford | Extend 2-lane collector | | 68,623 | 100% | | | \$ 6,068,623 | 100% | \$6,068,623 | 2014-2024 | | | \$ - | | \$ - | \$ | - |
| | Forest Grove Forest Grove | David Hill E/Pacific/19th | East terminus | OR 47 19th | Construct 3-lane arterial Extend 2-lane couplet | | 10,000 40,000 | 10% 100% | | | \$ 1,361,000 \$ 4,940,000 | 100% 100% | \$1,361,000 \$4,940,000 | 2014-2024 | | | \$ 15,1 | 95 | \$ 8,268,024 | \$ | 8,283,219 |
| | | Hawthorne | 26th | Willamina | | | 85,582 | 100% | | | \$ 7,885,582 | 100% | \$7,885,582 | 2014-2024 | | | \$ - | | \$ - \$ - | \$ | |
| 7509 | Forest Grove | Heather | OR 47 | Mountain View | Extend 2-lane collector | \$ 1,7 | 30,000 | 100% | | | \$ 1,730,000 | 100% | \$1,730,000 | 2014-2024 | | | \$ - | | \$ - | \$ | - |
| 7510 | Forest Grove | Laurel | 26th | 22nd | Extend 2-lane collector | \$ 8,5 | 98,914 | 100% | | | \$ 8,598,914 | 100% | \$8,598,914 | 2014-2024 | | | \$ - | . : | \$ - | \$ | - |
| 7511 | | Main | David Hill | Hartford | Extend 2-lane collector Upgrade to 2-lane collector; add | V 0,0 | 68,623 | 100% | | | \$ 6,068,623 | 100% | \$6,068,623 | 2014-2024 | | | \$ - | - | \$ - | \$ | - |
| | Forest Grove | Oak | OR 47 | Pacific | signal Realign and signalize intersection; | | 00,788 | 75% | | | \$ 4,650,591 | 100% | \$4,650,591 | 2014-2024 | | | | - : | * | \$ | - |
| | Forest Grove | Thatcher | Gales Creek | David Hill | road improvements from Gales Creek to David Hill | | 43,206 | 75% | | | \$ 10,907,405 | 100% | \$10,907,405 | 2014-2024 | | | \$ - | | \$ - | \$ | - |
| 7514 | Forest Grove | TV Hwy | Quince | - | Add turn lanes / signal | | 94,293 | 25% | | | \$ 1,073,573 | 100% | \$1,073,573 | 2014-2024 | | | \$ - | - | \$ - | \$ | - |
| 7515 | | Willamina | Main | Sunset | Improve collector to city standards | | 68,128 05.312 | 95% | | _ | \$ 2,059,722 \$ 74.571.188 | 100% | \$2,059,722 \$74,571,188 | 2014-2025 | ¢ | ¢ | \$ - \$ 17.3 | | \$ 4,423 \$ 8,535,040 | \$ | 4,423 8.552.390 |
| 9000 | Gaston | Church | 3rd | Trail | Improve to collector standards | | 20,000 | 100% | | | \$ 74,571,188 \$ 720,000 | 100% | \$74,571,188 | 2014-2025 | φ - | φ - | 5,71 ب | 550 | φ 0,035,040 | φ | 0,002,090 |
| | Gaston | Third | Park | | Improve to collector standards | | 25,000 | 100% | | | \$ 225,000 | 100% | \$225,000 | 2014-2025 | | | | | | | |
| | Gaston | TOTAL | | | | \$ 9 | 45,000 | | | | \$ 945,000 | | \$945,000 | | | | | | | | |
| 3000 | Hillsboro | 1st/Glencoe | Grant | | Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant | \$ 2,0 | 00,000 | 100% | | | \$ 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | \$ - | | \$ - | \$ | - |
| 3001 | Hillsboro | 13th/River | TV Hwy | | Add EB right turn lane and NB left turn lane | \$ 4,5 | 00,000 | 100% | | | \$ 4,500,000 | 100% | \$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 | \$ 5,0 | 00,000 | 100% | | | \$ 5,000,000 | 100% | \$5,000,000 | 2014-2024 | \$ 4,098 | \$ 28,682 | \$ 4,0 | 98 | \$ 28,682 | \$ | 32,780 |

| Project | | | | | | Project | Cost | Proportion of Project Related to | Other Primary Funding | Other Primary Funding | Fligi | ible Capacity | Growth | Eligible SDC | Estimated Project Completion | FY 17-18 | FY 17-18 | TDT 2009- | Other Funding | | al TDT and er funding |
|--------------|------------------------|-------------------------------------|-------------------------------|--------------------------|---|-----------------|--------------------|--|-----------------------------|---|-------|------------------------|--------------|----------------------------|------------------------------------|--------------|---------------|--------------|---------------|-------|--------------------------|
| ID | Jurisdiction | Facility | From | То | Project | (2014 | | Capacity (%) | Source | Revenue | | Amount | Share | Amount | Timeframe | TDT | Other Funding | Present | 2009-Present | | 9-Present |
| 3003 | Hillsboro | 69th (Quatama) | 227th | Baseline | New 3 lane extension | \$ 4, | 943,785 | 100% | | | \$ | 4,943,785 | 100% | \$4,943,785 | 2025-2039 | | \$ 115,058 | \$ - | \$ 160,236 | \$ | 160,236 |
| 3004 | Hillsboro | 185th | Walker | | Intersection capacity and signal improvements | \$ 6, | 000,000 | 100% | | | \$ | 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3005 | Hillsboro | 194th Extension | Cornell | Amberwood Extension | New 3-lane collector, Remove segment Amberglen Pkwy | \$ 2,2 | 250,000 | 100% | | | \$ | 2,250,000 | 100% | \$2,250,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3006 | Hillsboro | 194th Extension | Stucki Extension | | i i | \$ 1,1 | 00,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3007 | Hillsboro | 194th Extension | Stucki Extension | Wilkins | New 3-lane collector | \$ 3,5 | 500,000 | 100% | | | \$ | 3,500,000 | 100% | \$3,500,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3008 | Hillsboro | 194th Extension | Wilkins | | Signalize | \$ 3 | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3009 | Hillsboro | 205th/John Olson | Wilkins | MAX Light Rail | Complete bike lanes | Ť | 200,000 | 100% | | | \$ | 200,000 | 100% | \$200,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Hillsboro Hillsboro | 209th 209th | Blanton Kinnaman | | Signalize; turn lane improvements Signalize; turn lane improvements | | 71,000 | 100% 100% | | | \$ | 671,000 1,016,000 | 100% 100% | \$671,000 \$1.016.000 | 2014-2024 2014-2024 | | | \$ - \$ - | \$ - \$ - | \$ | |
| 3012 | Hillsboro | 209th | McInnis Lane | | Construct traffic signal or | | 74,000 | 100% | | | \$ | 1,574,000 | 100% | \$1,574,000 | 2014-2024 | | | \$ - | \$ - | s | _ |
| | Hillsboro | 209th | Butternut Creek Pkwv | | roundabout Signalize | | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | _ |
| 3014 | | 209th | Deline | | Signalize | | 864.000 | 100% | | | \$ | 364,000 | 100% | \$364.000 | 2014-2024 | | | \$ - | \$ - | \$ | |
| | Hillsboro | 209th | Vermont | | Signalize | | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ | \$ - | \$ | - |
| | Hillsboro | 209th | Murphy Lane | | Signalize | | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | 229th | TV Hwy | 12 | Close south leg and modify signal | | 935,000 | 100% | | | \$ | 935,000 | 100% | \$935,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3018 3019 | Hillsboro Hillsboro | 229th 229th/Century | Alexander Kinnaman | Kinnaman | Widen to 3 lanes construct roundabout | | 26,000 | 100% 100% | | | \$ | 4,126,000 1,027,000 | 100% 100% | \$4,126,000 \$1,027,000 | 2014-2024 2014-2024 | | | \$ - | \$ - | \$ | |
| 3020 | Hillsboro | 229th Century | Kinnaman | Rosedale | Widen to 3 lanes; Realign and construct Butternut Creek bridge | | 07,000 | 100% | | | \$ | 16,007,000 | 100% | \$16,007,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3021 | Hillsboro | 229th | Vermont | | Construct roundabout | \$ 1,0 | 46,000 | 100% | | | \$ | 1,046,000 | 100% | \$1,046,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3022 | Hillsboro | 231st | MAX Light Rail | Baseline | Widen to 3 lanes | \$ 6, | 800,000 | 100% | | | \$ | 6,800,000 | 100% | \$6,800,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3023 | Hillsboro | 231st | Cornell | Campus Way | Widen to 5 lanes with multimodal improvements Construct southbound cycle track | \$ 5 | 500,000 | 100% | Developer | \$330,000 | \$ | 170,000 | 100% | \$170,000 | 2014-2024 | \$ 1,130,237 | | \$ 1,324,741 | \$ - | \$ | 1,324,741 |
| 3024 | Hillsboro | 231st | Campus Way | Cherry | and west pedestrian improvements | \$ 1 | 60,000 | 100% | Developer | \$100,000 | \$ | 60,000 | 100% | \$60,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | 231st | MAX Light Rail | | Signal & pedestrian crossing improvements | \$ 2 | 250,000 | 100% | Developer | \$25,000 | \$ | 225,000 | 100% | \$225,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | 234th | Johnson | _ | Signalize | | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 3027 | Hillsboro | 253rd | Meek | Evergreen | New 3-lane collector | | 000,000 | 100% | | | \$ | 12,000,000 | 100% | \$12,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3028 | Hillsboro Hillsboro | 253rd 253rd | Huffman Evergreen | | Signalize Signalize | | 364,000 364,000 | 100% 100% | | | \$ | 364,000 364,000 | 100% 100% | \$364,000 \$364,000 | 2014-2024 2025-2039 | | | \$ - | \$ - | \$ | |
| 3030 | Hillsboro | 25th Ave | Cornell | | Intersection capacity and signal im | | 000,000 | 100% | MSTIP | \$ 5,000,000 | \$ | 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3031 | Hillsboro | 264th | Meek | Evergreen | New 3 lane collector | | 000,000 | 100% | | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | \$ | 14,000,000 | 100% | \$14,000,000 | 2014-2024 | | \$ 157,493 | \$ 893,409 | \$ 157,493 | \$ | 1,050,902 |
| | Hillsboro | 264th | Huffman | | - 9 | | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Hillsboro | 264th | Evergreen | | | | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3034 | | Airport (Butler) Alexander/ | Brookwood | | Widen to 3 lane | - | 600,000 | 100% | | | \$ | 600,000 | 100% | \$600,000 | 2025-2039 | | | \$ - | \$ - | \$ | |
| 3035 | Hillsboro Hillsboro | Blanton Alexander | 229th Town Center | 209th | New 3 lane collector | | 364,000 | 100% 100% | | | \$ | 12,521,000 364,000 | 100% | \$12,521,000 \$364,000 | 2014-2024 | | | \$ - | \$ - \$ - | \$ | - |
| | | Extension Alexander | Drive West | | Signalize | • | - | | | | Ť | | | | | | | * | · | Ť | - |
| | Hillsboro | Extension | Neighborhood Route | | 3 | | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3038 | Hillsboro | Ambanyand | Amberwood | | Extend 3 lane | | 909,666 | 100% | | | \$ | 3,909,666 2,932,250 | 100% | \$3,909,666 | 2014-2024 | | 1 | \$ - | \$ 449,709 | \$ | 449,709 |
| 3039 3040 | Hillsboro Hillsboro | Amberwood Amberwood Extension | Cornelius Pass Amberbrook | 206th 194th extension | Widen to 3 lane Extend 3 lanes | , -, | 932,250 | 100% 100% | | | \$ | 1,400,000 | 100% 100% | \$2,932,250 \$1,400,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3041 | Hillsboro | Amberwood Extension | 194th | | Signalize | \$ 3 | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3042 | Hillsboro | Bentley | Brookwood | | Add east approach, Add EB Left turn lane and Signalize | \$ 1, | 100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | \$ 32,360 | | \$ 137,100 | \$ - | \$ | 137,100 |
| 3043 | Hillsboro | Blanton Extension | East Neighborhood Route | | Signalize | \$ 3 | 864,000 | 100% | | | \$ | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 3044 | Hillsboro | Brookwood | US 26 | Evergreen | Widen to 7 lanes, add turn lanes and aux lanes at Evergreen | \$ 15, | 000,000 | 100% | | | \$ | 15,000,000 | 100% | \$15,000,000 | 2014-2024 | \$ 1,597,643 | | \$ 1,597,643 | \$ 15,992,114 | \$ 17 | 7,589,757 |
| 3045 | Hillsboro | Brookwood | Cornell | | Add SB through lane, Add EB and WB 2nd Left Turn Lanes | \$ 5, | 500,000 | 100% | | | \$ | 5,500,000 | 100% | \$5,500,000 | 2014-2024 | \$ 532,548 | | \$ 532,548 | \$ 1,294,874 | \$ | 1,827,421 |
| 3046 | Hillsboro | Campus Ct extension | West terminus | Ray Circle | Construct new 2/3 lane collector | \$ 1,8 | 800,000 | 100% | Developer | \$100,000 | \$ | 1,700,000 | 100% | \$1,700,000 | 2014-2024 | \$ 1,337,688 | | \$ 1,653,027 | \$ - | \$ | 1,653,027 |
| 3047 | Hillsboro | Century | Baseline | Lois | New 3 lane and bridge over Rock Creek Extend 3 lane, including Hwy 26 | | 500,000 | 100% | | | \$ | 16,500,000 | 100% | \$16,500,000 | 2014-2024 | | \$ 167,955 | \$ 1,225,008 | \$ 167,955 | \$ | 1,392,963 |
| 3048 | Hillsboro | Century/229th | West Union | Evergreen | overcrossing | \$ 21, | 000,000 | 100% | | | \$ | 21,000,000 | 100% | \$21,000,000 | 2014-2024 | | | \$ 39,662 | \$ 16,135 | \$ | 55,797 |

| Project ID | Jurisdiction | Facility | From | То | Project | roject Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | ible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | | 2009- esent | Other Fundir 2009-Presen | g oth | otal TDT and her funding 009-Present |
|---------------|------------------------|----------------------------------|---------------------------|--------------------|--|----------------------------|--|---------------------------------------|--|----------------------------|-----------------|--------------------------|---|-----------------|---------------------------|-------|----------------|-----------------------------|-------|--|
| 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 | 100% | | | \$ 7,943,000 | 100% | \$7,943,000 | 2014-2024 | | \$ 535,665 | \$ | , | \$ 705,38 | \$ | 705,380 |
| 3050 | Hillsboro | Century | Alexander | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3051 | Hillsboro | Century | Alexander | Old UGB | Construct multi-modal improvements | \$ 519,000 | 100% | | | \$ 519,000 | 100% | \$519,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3052 | Hillsboro | Century | Davis | 229th | New 3 lane collector | \$ 5,127,000 | 100% | | | \$ 5,127,000 | 100% | \$5,127,000 | 2014-2024 | \$ 2,241,310 | \$ 20,631 | \$ 2, | 352,126 | \$ 22,92 | 3 \$ | 2,375,049 |
| 3053 | Hillsboro | Cornelius Pass | Cornell | HWY 26 | 2nd NB right turn lane to US26 East, and multimodal enhancements | \$ 1,950,000 | 100% | Developer, ODOT, TIF, & MSTIP | \$1,285,000 | \$ 665,000 | 100% | \$665,000 | 2014-2024 | | \$ 384,912 | \$ | 344,778 | \$ 17,562,07 | \$ | 17,906,855 |
| 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 | 100% | | | \$ 27,429,000 | 100% | \$27,429,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3055 | Hillsboro | Cornelius Pass | , | 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 | 100% | | | \$ 45,848,000 | 100% | \$45,848,000 | 2014-2024 | | | \$ | 6,212 | \$ 168,17 | \$ | 174,387 |
| 3056 | Hillsboro | Cornelius Pass | Town Center X- | | Construct signalized Z-crossing | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | | \$ - | \$ | - |
| 3057 | Hillsboro | Cornelius Pass | Alexander/ Blanton | | Signalize and add turn lanes | \$ 724,000 | 100% | | | \$ 724,000 | 100% | \$724,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Hillsboro Hillsboro | Cornelius Pass Cornelius Pass | | | Signalize Signalize | \$ 364,000 364,000 | 100% 100% | | | \$ 364,000 364,000 | 100% 100% | \$364,000 \$364,000 | 2014-2024 2014-2024 | | | \$ | | \$ - \$ - | \$ | |
| | Hillsboro | Cornelius Pass | Butternut Creek | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | s | - | \$ - | \$ | |
| | Hillsboro | Cornelius Pass | | | Signalize | \$ 364.000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | - | \$ - | \$ | |
| 3062 | Hillsboro | Cornelius Pass | | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Hillsboro | Cornelius Pass Cornelius Pass | Murphy Lane | | Signalize | \$ 364,000 1,408,000 | 100% 100% | | | \$ 364,000 1,408,000 | 100% 100% | \$364,000 \$1,408,000 | 2025-2039 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Hillsboro Hillsboro | Cornell | Arrington | Main | Construct roundabout Widen 5 lane, Construct Intersection capacity/signal improvements | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$1,408,000 | 2025-2039 | | | \$ | - | \$ 45,71 | Ψ. | 45,710 |
| 3066 | Hillsboro | Cornell | 229th | | Add EB and NB right turn lanes, add WB 2nd left turn lane | \$ 2,150,000 | 100% | | | \$ 2,150,000 | 100% | \$2,150,000 | 2014-2024 | | | \$ | | \$ - | \$ | - |
| 3067 | Hillsboro | Cornell | Amberbrook | | Signalize | \$ 364,000 | 100% | | | \$ 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | | \$ - | \$ | - |
| 3068 | Hillsboro | Cornell | 185th | | Add EB right turn lane and 3rd SB through lane | \$ 1,200,000 | 100% | | | \$ 1,200,000 | 100% | \$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 | 100% | | | \$ 1,040,000 | 100% | \$1,040,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3070 | Hillsboro | Edgeway (Salix Ext) | Holly | Walker | New 3 lane extension | \$ 4,000,000 | 100% | | | \$ 4,000,000 | 100% | \$4,000,000 | 2014-2024 | | | \$ | | \$ - | \$ | - |
| 3071 | Hillsboro | Evergreen | Jackson School (south) | 15th | Widen to 5 lanes | \$ 6,500,000 | 100% | | | \$ 6,500,000 | 100% | \$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 | 100% | | | \$ 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ | , | \$ - | \$ | - |
| 3073 | Hillsboro | Evergreen | Imbrie | | Add second eastbound left turn lane | \$ 2,000,000 | 100% | | | \$ 2,000,000 | 100% | \$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 | \$ 2,500,000 | 100% | MSTIP | \$800,000 | \$ 1,700,000 | 100% | \$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 | \$ 1,200,000 | 100% | Developer | \$120,000 | \$ 1,080,000 | 100% | \$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 | 100% | | | \$ 1,067,000 | 100% | \$1,067,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3077 | Hillsboro | Grant | Cornell | | Add eastbound/westbound left turn lanes | \$ 1,000,000 | 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3078 | Hillsboro | Harewood | at Jackson School | | Add EB right turn lane | \$ 772,466 | 100% | | | \$ 772,466 | 100% | \$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 | 100% | | | \$ 18,500,000 | 100% | \$18,500,000 | 2014-2024 | | | \$ | 429 | \$ - | \$ | 429 |
| 3080 | Hillsboro | Imbrie | Evergreen | Cornelius Pass | Widen to accommodate second EB lane | \$ 2,500,000 | 100% | | | \$ 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3081 | Hillsboro | Imlay | TV Hwy | | Signalize | \$ 364,000 | 75% | | | \$ 273,000 | 100% | \$273,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3082 | Hillsboro | Jackson School | Evergreen | Grant | Widen to 3 lanes | \$ 7,000,000 | 100% | MSTIP | \$5,000,000 | \$ 2,000,000 | 100% | \$2,000,000 | 2014-2024 | \$ 1,472,017 | \$ 879,667 | \$ 1, | 963,458 | \$ 2,127,65 | \$ | 4,091,115 |

| Project | | | | | | | oject Cost | Proportion of Project Related to | Other Primary Funding | Other Primary Funding | Eligible Ca | | Growth | Eligible SDC | Estimated Project Completion | FY 17-18 | FY 17-18 | TDT 2 | | Other Fundin | othe | al TDT and er funding |
|--------------|------------------------|----------------------|-------------------------------|----------------------------|--|--------|----------------------|--|-----------------------------|-----------------------------|-------------|--------------------|--------------|---|------------------------------------|--------------|---------------|----------|-------|---------------|------|--------------------------|
| ID | Jurisdiction | Facility | From | То | Project | (: | 2014\$) | Capacity (%) | Source | Revenue | Amou | | Share | Amount | Timeframe | TDT | Other Funding | Pres | ent | 2009-Present | 200 | 9-Present |
| 3083 3084 | Hillsboro Hillsboro | Jacobson Jacobson | Century Croeni | - | Signalize Signalize | \$ | 364,000 364,000 | 100% 100% | | | , | 364,000 364,000 | 100% 100% | \$364,000 \$364,000 | 2014-2024 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | Hillsboro | Kinnaman | 229th | 209th | New 3 lane collector | \$ | 9,916,000 | 100% | | | | 916,000 | 100% | \$9,916,000 | 2014-2024 | | | \$ | - | \$ - | \$ | |
| 3003 | TIIIISDOTO | Killialiali | West | 20301 | IVEW 3 laile collector | Ψ | 3,310,000 | 10078 | | | φ 5,5 | 710,000 | 10076 | ψ3,310,000 | 2014-2024 | | | Ψ | | Ψ - | Ψ | |
| 3086 | Hillsboro | Kinnaman | Neighborhood Route | | Signalize | \$ | 364,000 | 100% | | | \$ 3 | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3087 | Hillsboro | Kinnaman | East Neighborhood Route | | Signalize | \$ | 364,000 | 100% | | | \$ 3 | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3088 | Hillsboro | Main | 1st | | Add westbound right turn | \$ | 250,000 | 100% | | | \$ 2 | 250,000 | 100% | \$250,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3089 | | Meek | West UGB | 253rd | Widen to 3 lanes | \$ | 6,500,000 | 100% | | | | 500,000 | 100% | \$6,500,000 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| 3090 | i iiiioboro | Minter Bridge | River Rd | South UGB | Construct ped/bike improvements | \$ | 2,250,000 | 100% | | | | 250,000 | 100% | \$2,250,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | | Quatama | 227th | 205th | Widen to 3 lanes | \$ | 8,210,299 | 100% | | | | 210,299 | 100% | \$8,210,299 | 2025-2039 | | \$ 172,587 | \$ | - | \$ 303,978 | 7 | 303,978 |
| | Hillsboro Hillsboro | River Rosedale | Rood Bridge River Rd | | Add eastbound right turn lane Construct roundabout | \$ | 750,000 1,031,000 | 100% 100% | | | | 750,000 | 100% 100% | \$750,000 \$1.031.000 | 2025-2039 | | | \$ | - | \$ 26,94 | \$ | 26,947 |
| | | | | | Widen 2-lane, add shoulder | Ÿ | | | | | | | | , | | | | Þ | | Ψ | Ψ. | |
| 3094 | Hillsboro | Rosedale | River Rd | 229th | improvements | \$ | 1,321,000 | 100% | | | \$ 1,3 | 321,000 | 100% | \$1,321,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3095 | Hillsboro | Rosedale | 229th | | Add EB left turn lane | \$ | 380,000 | 100% | | | \$ 3 | 380,000 | 100% | \$380,000 | 2025-2039 | | | \$ | - | \$ - | \$ | |
| | Hillsboro | Rosedale | 229th | 209th | Widen to 3 lanes | \$ | 4,986,000 | 100% | | | | 986,000 | 100% | \$4,986,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3097 | Hillsboro | Rosedale | 209th | | Signalize | \$ | 364,000 | 100% | | | | 364,000 | 100% | \$364,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 3098 | Hillsboro | Stucki Extension | Walker | Wilkins | New 3-lane Collector with Multi- modal improvements; 5-lane at Walker Road approach, Realign | \$ | 15,000,000 | 100% | | | \$ 15,0 | 000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3099 | Hillsboro | Stucki Extension | Wilkins Extension | | Stucki North of Walker Signalize | \$ | 364,000 | 100% | | | \$ 3 | 364,000 | 100% | \$364,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3100 | Hillsboro | Stucki Extension | Wilkins | 205th/206th | New 3-lane collector with Multi- modal improvements | \$ | 6,500,000 | 100% | | | \$ 6,5 | 500,000 | 100% | \$6,500,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | Hillsboro | Stucki extension | 205th/206th | | Signalize or construct roundabout | \$ | 1,100,000 | 100% | | | | 100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 3102 3103 | Hillsboro Hillsboro | Vermont Wilkins | 229th 194th extension | 209th | New 3 lane collector New 3 lane extension | \$ | 9,047,000 | 100% 100% | | | | 047,000 | 100% 100% | \$9,047,000 \$16,000,000 | 2014-2024 2025-2039 | | | \$ | - | \$ - | \$ | - |
| | | Witch Hazel | River | 185011 | signalize | \$ | 364,000 | 100% | | | | 364,000 | 100% | \$364,000 | 2025-2039 | | | 9 | - | \$ 220,980 | Φ | 220,980 |
| 3104 | Hillsboro Hillsboro | Hidden Creek | 49th | 53rd | New 3-lane collector | ą ę | 5.000.000 | 100% | | | | 000.000 | 100% | \$5,000,000 | 2014-2024 | \$ 434.264 | \$ 48.251 | \$ 44 | 7.487 | \$ 270,699 | | 718,186 |
| | Hillsboro | Schaaf | Helvetia | 520 ft east of Helvetia | Right-of-way acquisition only | \$ | 600,000 | 100% | | | | 600,000 | 100% | \$600,000 | 2014-2024 | Ψ 404,204 | Ψ 40,231 | Ψ | 7,407 | Ψ 270,000 | Ψ | 710,100 |
| 3107 | Hillsboro | Meek | West UGB | Jackson School | | \$ | 2,000,000 | 100% | | | \$ 2,0 | 000,000 | 100% | \$2,000,000 | 2014-2024 | | | | | | | |
| 3108 | Hillsboro | Evergreen | Town Center | 185th | Construct 2nd Westbound through lane Extend northbound right-turn lane | \$ | 2,500,000 | 100% | | | \$ 2,5 | 500,000 | 100% | \$2,500,000 | 2014-2024 | | | | | | | |
| | Hillsboro | 185th | Evergreen | Sunset Hwy | to Evergreen, provide dual right- turns onto WB on-ramp | \$ | 3,500,000 | | | | | 500,000 | 100% | \$3,500,000 | 2014-2024 | | | | | | | |
| | Hillsboro | TOTAL | | | | | 445,871,466 | | | | \$ 433,02 | | | \$433,020,466 | | \$ 8,782,165 | \$ 2,510,901 | \$ 12,52 | 1,726 | \$ 39,721,724 | \$ 5 | 2,243,450 |
| | King City | 131st | Beef Bend | Fischer | Improve to collector standards | \$ | 1,600,000 | 100% | | | | 600,000 | 86% | \$1,376,000 | 2014-2024 | | | | | | | |
| | King City | TOTAL | | | DAC 1 | \$ | 1,600,000 | | | | \$ 1,60 | 00,000 | | \$1,376,000 | | | | | | | | |
| 9600 | North Plains | Commercial | 313th | Glencoe | Widen street, add parking, bike | \$ | 1,800,000 | 100% | | | \$ 1,8 | 300,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| | North Plains | Cottage | West of 324th | 321st | and pedestrian facilities Construct new two-lane collector | • | 800,000 | 100% | | | | 300,000 | 100% | \$800,000 | 2025-2039 | | | ¢ | | • | • | - |
| | | | *** CSL UI 324[[] | | Widen street, add parking, bike | Ψ | | | | | | | | | | | | φ | - | ψ - | Φ | |
| 9602 | North Plains | Main | Commercial | Pacific | and pedestrian facilities | \$ | 1,250,000 | 100% | | | \$ 1,2 | 250,000 | 100% | \$1,250,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |
| 9603 | North Plains | Pacific | Glencoe | 1 | Add new signal | \$ | 297,102 | 75% | | | \$ 2 | 222,827 | 100% | \$222,827 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 9604 | North Plains | West Union | Glencoe | Jackson School | Widen existing travel lanes to standard and add pedestrian and bicycle trails | \$ | 2,365,000 | 50% | | | \$ 1,1 | 182,500 | 100% | \$1,182,500 | 2025-2039 | | | \$ 3 | 2,144 | \$ - | \$ | 32,144 |
| | North Plains | TOTAL | | | jane, sie delle | \$ | 6,512,102 | | | | \$ 52 | 255,327 | | \$5,255,327 | | \$ - | \$ - | \$ 3 | 2.144 | \$ - | \$ | 32,144 |
| | Sherwood | OR 99W | Edy | Sunset | Install missing pedestrian crossings at existing signalized intersections. | \$ | 7,000 | | | | \$ | 7,000 | 100% | \$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 | 100% | | | \$ 13,3 | 300,000 | 100% | \$13,300,000 | 2025-2035 | \$ 55,923 | | \$ 11 | 3,680 | \$ - | \$ | 113,680 |
| 4002 | Sherwood | Arrow | Langer Farms | Gerda | Construct new 2-lane road to collector standards | \$ | 7,427,562 | 100% | | | \$ 7,4 | 127,562 | 100% | \$7,427,562 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 4003 | Sherwood | Arrow/ Galbreath | Gerda | Cipole | Construct 2-lane collector road | \$ | 2,317,399 | 100% | | | \$ 2,3 | 317,399 | 100% | \$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 | 100% | | | \$ 7 | 779,000 | 100% | \$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 | 100% | | | \$ 3,8 | 302,000 | 100% | \$3,802,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |

| | | | 1 | 1 | | | | | 1 | | | | | | • | | | | |
|---------------|--------------|-----------------------------------|--|------------|---|--------------------------|--|---------------------------------------|--|--------------------------|-----------------|------------------------|---|-----------------|---------------------------|---------------|-------------------------------|------|-------------------|
| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | Eligible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | 2009- sent | Other Funding 2009-Present | othe | TDT and r funding |
| | 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 | | | | \$ 7,020,000 | | \$7,020,000 | 2014-2024 | | 9 | \$ - | \$ - | \$ | - |
| 4007 | Sherwood | Brookman | OR 99W | Ladd Hill | Add turn lanes and center median | \$ 13,440,917 | 100% | | | \$ 13,440,917 | 100% | \$13,440,917 | 2014-2024 | | | \$ | \$ - | \$ | - |
| 4008 | Sherwood | Brookman | Middleton | | Traffic control improvements; add turn lane and relocate stop signage | \$ 250,000 | 75% | | | \$ 187,500 | 100% | \$187,500 | 2025-2039 | | | \$ | \$ - | \$ | - |
| 4009 | Sherwood | Cedar Brook | Elwert | Handley | Construct 2-lane collector road | \$ 13,000,000 | 100% | | | \$ 13,000,000 | 100% | \$13,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 4010 | Sherwood | Edy | Borchers | | Improve 3-leg intersection, possible roundabout Widen to a 3-lane collector status | \$ 2,000,000 | 100% | | | \$ 2,000,000 | 100% | \$2,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 4011 | Sherwood | Edy | City limit west | Borchers | with bike lanes, sidewalks, and planter strips. | \$ 8,600,000 | 100% | | | \$ 8,600,000 | 100% | \$8,600,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 4012 | Sherwood | Edy/Sherwood | Borchers | 3rd | Add turn lanes and center median | \$ 7,427,562 | 100% | | | \$ 7,427,562 | 100% | \$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 | 100% | | | \$ 1,070,000 | 100% | \$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 | 100% | | | \$ 3,400,000 | 100% | \$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 | 100% | | | \$ 11,430,000 | 100% | \$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 | 100% | | | \$ 4,639,866 | 100% | \$4,639,866 | 2014-2024 | \$ 50,858 | \$ 217,940 | \$ 50,858 | \$ 533,121 | \$ | 583,979 |
| 4017 | Sherwood | Elwert | Edy | | Intersection improvement | \$ 5,500,000 | 100% | | | \$ 5,500,000 | 100% | \$5,500,000 | 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 | 100% | | | \$ 8,190,000 | 100% | \$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 | 100% | | | \$ 6,340,000 | 100% | \$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 | 100% | | | \$ 2,000,000 | 100% | \$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 | 100% | | | \$ 3,243,000 | 100% | \$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 | 100% | | | \$ 6,712,000 | 100% | \$6,712,000 | 2014-2024 | | | \$ - | \$ 109,757 | \$ | 109,757 |
| 4023 | Sherwood | Oregon | Tonquin | | Construct roundabout north of Oregon St/Murdock Roundabout | \$ 2,940,000 | 100% | | | \$ 2,940,000 | 100% | \$2,940,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 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 | 100% | | | \$ 3,808,260 | 100% | \$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 | \$ 900,000 | 25% | | | \$ 225,000 | 100% | \$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 | 100% | | | \$ 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | Sherwood | Sunset | Main | | Install Traffic Signal | \$ 250,000 | 100% | | | \$ 250,000 | 100% | \$250,000 | 2025-2039 | | | | | | |

| Project ID | Jurisdiction | Facility | From | То | Project | | oject Cost 2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | ible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | TDT 2009- Present | | her Funding 09-Present | othe | I TDT and er funding 9-Present |
|---------------|------------------|--|------------------------------|-----------------|---|----------|------------------------|--|---------------------------------------|--|------------------------------|-----------------|----------------------------|---|-----------------|---------------------------|----------------------|-------|---------------------------|------|--------------------------------------|
| 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 | 100% | | | \$ 8,316,000 | 100% | \$8,316,000 | 2014-2024 | | | \$ - | \$ | | \$ | - |
| 4029 | Sherwood | Sunset | Timbrel | | Install single lane roundabout | \$ | 300,000 | 100% | | | \$ 300,000 | 100% | \$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 | 100% | | | \$ 6,400,000 | 100% | \$6,400,000 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| | Sherwood | TOTAL | 1 | | | \$ | 155,196,799 | | | | \$ 154,459,299 | | \$154,459,299 | | \$ 106,781 | \$ 217,940 | \$ 164,538 | 3 \$ | 722,991 | \$ | 887,530 |
| 5000 | | 68th 68th | OR 99W Atlanta | Haines | Intersection improvement Intersection improvement | \$ \$ | 2,394,646 2,000,000 | 100% 100% | | | \$ 2,394,646 2,000,000 | 100% | \$2,394,646 \$2,000,000 | 2025-2039 2025-2039 | | | \$ - | \$ | | \$ | |
| 5001 | ·-g | 72nd | OR 99W | ianies | Turn lanes | \$ | 772,466 | 100% | | | \$ 772,466 | 100% | \$772,466 | 2025-2039 | | | \$ - | \$ | - | \$ | |
| 5003 | | 72nd | OR 99W | Hunziker | Complete Street, consistent with adopted plan up to 5-lanes | \$ | 9,269,598 | 100% | | | \$ 9,269,598 | 100% | \$9,269,598 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5004 | Tigard | 72nd | Hampton | Hunziker | Add southbound right turn & protected left turn phasing | \$ | 386,233 | 100% | | | \$ 386,233 | 100% | \$386,233 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 5005 | Tigard | 72nd | OR 217 | | Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes | \$ | 29,710,249 | 100% | | | \$ 29,710,249 | 100% | \$29,710,249 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| | Tigard | 72nd | Hunziker | Bonita | Complete missing sidewalks and bike lanes | \$ | 7,261,185 | 100% | | | \$ 7,261,185 | 100% | \$7,261,185 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5007 | | 72nd | Bonita | | Intersection improvement Complete Street, consistent with | \$ | 1,114,134 | 100% | | - | \$ 1,114,134 | 90% | \$998,380 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 5008 | _ | 72nd 72nd | Bonita Carman | Durham | adopted plan up to 5-lanes NB right turn lane | \$ | 9,269,598 | 100% | | | \$ 9,269,598 308,987 | 100% | \$9,269,598 \$308.987 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5010 | | 72nd 72nd | Upper Boones | | Intersection improvement & signal | \$ | 1,544,933 | 100% | | | \$ 1,544,933 | 89% | \$1,368,928 | 2025-2039 | \$ 3,337 | | \$ 13,124 | 1 S | - | \$ | 13,124 |
| 5011 | | OR 99W | Ferry Walnut | | upgrade Intersection improvements | \$ | 5,000,000 | 100% | | | \$ 5,000,000 | 84% | \$4,220,000 | 2014-2024 | ψ 0,00. | | \$. | · • | | \$ | - 10,121 |
| | Tigard | OR 99W | McDonald | Gaarde | WB right turn lane | \$ | 11,000,000 | 100% | | | \$ 11,000,000 | 91% | \$10,033,784 | 2025-2039 | | \$ 3,931 | \$ 1,223,301 | \$ | 2,124,811 | \$ 3 | 3,348,111 |
| 5013 | Tigard | OR 99W | Durham | | Intersection improvements | \$ | 10,000,000 | 100% | | | \$ 10,000,000 | 99% | \$9,860,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| | Tigard Tigard | 121st 121st | North Dakota North Dakota | Walnut | New signal system Widen to 3 lanes with sidewalks & | \$ | 7,647,418 | 100% 100% | | | \$ 231,740 7,647,418 | 100% 100% | \$231,740 \$7,647,418 | 2025-2039 | | | \$ - \$ - | \$ | - | \$ | - |
| 5016 | | 121st | Walnut | Quail Creek | bikelanes Widen with sidewalks and bike | \$ | 4,325,812 | 100% | | | \$ 4,325,812 | 100% | \$4,325,812 | 2025-2039 | \$ 36 | | \$ 563 | 3 \$ | - | \$ | 563 |
| 5017 | Tigard | Bonita | Hall | I-5 | Widen to 4 lanes | \$ | 6,179,732 | 100% | | | \$ 6,179,732 | 85% | \$5,272,615 | 2014-2024 | | | \$ - | \$ | - | \$ | |
| 5018 | | Bonita | Sequoia | | New traffic signal and turn lanes | \$ | 1,000,000 | 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5019 | | Carman | I-5 | | Turn lanes | \$ | 1,081,453 | 100% | | | \$ 1,081,453 | 100% | \$1,081,453 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 5020 5021 | | Dartmouth Dartmouth | OR 99W 72nd | 68th | Right turn lane Widen to 4 lanes | \$ | 308,987 1,853,920 | 100% 100% | | - | \$ 308,987 1,853,920 | 100% 100% | \$308,987 \$1,853,920 | 2025-2039 2014-2024 | | | \$ 873.376 | \$ \$ | 1.576.067 | \$ 2 | 2,449,443 |
| 5022 | J | Durham | Upper Boones Ferry | ootii | Intersection improvement | \$ | 1,544,933 | 100% | | | \$ 1,544,933 | 89% | \$1,368,928 | 2025-2039 | | | \$ 117,775 | | - | \$ | 117,775 |
| 5023 | Tigard | Greenburg | Olsen | Hall | Intersection improvement | \$ | 849,713 | 100% | | | \$ 849,713 | 93% | \$791,613 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5024 | | Greenburg | Shady | Tiedeman | Widen to 5 lanes | \$ | 8,000,000 | 100% | | | \$ 8,000,000 | 84% | \$6,745,098 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5025 5026 | | Greenburg Greenburg | Tiedeman Tiedeman | OR 99W | Intersection improvement Widen to 5 lanes | \$ | 3,167,113 9,269,598 | 100% 100% | | - | \$ 3,167,113 9,269,598 | 84% 100% | \$2,670,311 \$9,269,598 | 2025-2039 2014-2024 | | | \$ - \$ - | \$ | - : | \$ | - |
| | Tigard | Hall | Pfaffle | OK 99W | New traffic signal and turn lanes Turn lanes at both intersections; | \$ | 1,000,000 | 100% | | | \$ 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5028 | Tigard | Hall | McDonald | Bonita | aux lanes between intersections; bike lanes and sidewalks | \$ | 8,900,000 | 100% | | | \$ 8,900,000 | 93% | \$8,277,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5029 | Tigard | Highway 217 Overcrossing | Hunziker | Tigard Triangle | Construct new complete street overcrossing of Hwy 217 | \$ | 30,000,000 | 100% | | | \$ 30,000,000 | 100% | \$30,000,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5030 | Tigard | Locust | Greenburg | Hall | Complete street improvement | \$ | 2,471,893 | 100% | | | \$ 2,471,893 | 100% | \$2,471,893 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 5031 | Tigard | McDonald | Hall | | Right turn lane from Hall to McDonald & signal system | \$ | 772,466 | 100% | | | \$ 772,466 | 99% | \$766,702 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 5032 | Tigard | Nimbus | Scholls Ferry | | upgrade Intersection improvement | \$ | 1,776,673 | 100% | | | \$ 1,776,673 | 100% | \$1,776,673 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 5033 | Tigard | Nimbus extension | Scholls Ferry | Greenburg | 3-lane extension | \$ | 23,173,994 | 100% | | | \$ 23,173,994 | 100% | \$23,173,994 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5034 | Tigard | Scoffins | Hunziker | Hall | Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal | \$ | 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$15,000,000 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| 5035 | Tigard | Tiedeman / North Dakota | Tigard | Greenburg | Realign one or both streets so they intersect west of the railroad | \$ | 10,000,000 | 75% | | | \$ 7,500,000 | 89% | \$6,675,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 5036 | Tigard | Upper Boones Ferry | Durham | I-5 | Widen to 5 lanes | \$ | 4,634,799 | 100% | | | \$ 4,634,799 | 89% | \$4,106,784 | 2014-2024 | | | \$ 17,752 | 2 \$ | - | \$ | 17,752 |
| 5037 | rigara | Walnut | 121st | Tiedeman | Widen to 3 lanes | \$ | 4,325,812 | 100% | | | \$ 4,325,812 | 100% | \$4,325,812 | 2025-2039 | | \$ 472,610 | \$ 5,192 | \$ | 8,010,720 | \$ 8 | 8,015,912 |
| 5038 | | Walnut | Tiedeman | OR 99W | Widen to 3 lanes | \$ | 3,862,332 | 100% | | | \$ 3,862,332 | 100% | \$3,862,332 | 2025-2039 | | | \$ - | \$ | - | \$ | - |
| | Tigard | Walnut Walnut | OR 99W | 0 | Intersection improvement | \$ | 1,776,673 | 100% | | | \$ 1,776,673 | 100% | \$1,776,673 | 2025-2039 | | | φ - | \$ | - | Φ | - |
| 5040 | Tigard | extension | OR 99W | Scoffins | New 3-lane collector | \$ | 29,353,726 | 100% | | | \$ 29,353,726 | 100% | \$29,353,726 | 2014-2024 | | | \$ - | \$ | - | \$ | - |

| Project ID | Jurisdiction | Facility | From | То | Project | Project Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | ole Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | TDT 2009- Present | Other Fundin 2009-Presen | g oth | tal TDT and her funding 09-Present |
|---------------|----------------------|---|-------------------------|-----------------------|---|----------------------------|--|---------------------------------------|--|----|------------------------|-----------------|--------------------------|---|-----------------|---------------------------|----------------------|-----------------------------|-------|--|
| 5041 | Tigard | Washington Square Overcrossing (South) | Nimbus | | 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes | \$ 39,781,536 | 100% | | | \$ | 39,781,536 | 100% | \$39,781,536 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 5042 | Tigard | Roy Rogers | Scholls Ferry | UGB | Widen to 5 lanes | \$ 39,400,000 | 100% | | | \$ | 39,400,000 | 74% | \$29,156,000 | 2014-2024 | \$ 17,360 | \$ 2,055,562 | \$ 32,061 | \$ 3,215,08 | 4 \$ | 3,247,145 |
| 5043 | Tigard | Tiedeman | Fanno Creek | Greenburg | Sidewalk infill and intersection safety improvements at N Dakota and Tigard streets | \$ 6,000,000 | 100% | | | \$ | 6,000,000 | 100% | \$6,000,000 | 2014-2024 | | | | | | |
| 5044 | Tigard | Atlanta | 68th | 74th | Extend collector roadway | \$ 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | | | | |
| 5045 | Tigard | 74th | 99W | Hermoso/Bevel and | Extend collector roadway | \$ 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | | | | |
| | Tigard | McDonald | Hall | 99W | Complete street improvement | \$ 8,000,000 | 100% | | | \$ | 8,000,000 | 96% | \$7,680,000 | 2014-2024 | | | | | | |
| | Tigard | Hunziker | 72nd | Hall Southwood | Sidewalk infill and bike lanes | \$ 2,000,000 | 100% | | | \$ | 2,000,000 | 100% | \$2,000,000 | 2014-2024 | | | | | | |
| 5048 | Tigard | 0vercrossing | Beveland | (Lake Oswego) | Bicycle/pedestrian bridge | \$ 6,000,000 | 100% | | | \$ | 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | | | | | |
| 5049 | Tigard | Wall St Ext | Wall | Tech Center Dr | New Street from Hunziker to Tech | \$ 5,000,000 | 100% | | | s | 5,000,000 | 100% | \$5,000,000 | 2014-2024 | | | | | | |
| 00.0 | Tigard | TOTAL | 774 | Toon contor Br | Center Dr | \$ 398,722,350 | 10070 | | | \$ | 396,222,350 | 10070 | \$378,605,669 | 20112021 | ¢ 20.733 | \$ 2,532,103 | © 2.283.143 | \$ 14,926,68 | 1 0 | 17 200 824 |
| 6000 | Tualatin | 65th | Nyberg Lane | I-205 | Multi-use path | \$ 9,734,000 | 100% | | | \$ | 9,734,000 | 82% | \$8,023,973 | 2025-2039 | ψ 20,733 | ψ 2,332,103 | \$ - | \$ - | \$ | - |
| 6001 | Tualatin | 95th | Tualatin- Sherwood | Avery | Bike lanes | \$ 2,920,000 | 100% | | | \$ | 2,920,000 | 100% | \$2,920,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6002 | Tualatin | 105th/Blake/ 108th | Avery | Willow | Widen to 3 lanes, bike lanes & sidewalk | \$ 5,086,000 | 100% | | | \$ | 5,086,000 | 100% | \$5,086,000 | 2014-2024 | \$ 38,408 | | \$ 197,127 | \$ - | \$ | 197,127 |
| 6003 | Tualatin | 115th | Blake | 124th | New street - major collector | \$ 31,446,000 | 100% | | | \$ | 31,446,000 | 100% | \$31,446,000 | 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 | 100% | | | \$ | 14,000,000 | 100% | \$14,000,000 | 2014-2024 | | | \$ - | \$ 10,10 | 5 \$ | 10,105 |
| 6005 | Tualatin | Avery | Tualatin- | Teton | Widen to 3 lanes | \$ 3,600,000 | 100% | | | \$ | 3,600,000 | 100% | \$3,600,000 | 2025-2039 | | | \$ - | s - | \$ | _ |
| 6006 | Tualatin | Avery | Sherwood 105th | | Signal - new | \$ 254.914 | 75% | | | \$ | 191.185 | 100% | \$191.185 | 2025-2039 | | | \$ - | \$ - | \$ | |
| 6007 | Tualatin | Avery | Teton | | Signal - new | \$ 339,885 | 75% | | | \$ | 254,914 | 100% | \$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 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2040+ | | | \$ - | \$ - | \$ | - |
| 6009 | Tualatin | Blake | 124th | 115th | New street - minor collector | \$ 10,000,000 | 100% | | | \$ | 10,000,000 | 100% | \$10,000,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6010 | Tualatin | Boones Ferry | Lower Boones Ferry | | Fill sidewalk gaps | \$ 10,000 | 100% | | | \$ | 10,000 | 100% | \$10,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6011 | Tualatin | Boones Ferry | Lower Boones Ferry | Martinazzi | Widen to 5 lanes and bridge | \$ 13,579,200 | 100% | | | \$ | 13,579,200 | 90% | \$12,265,084 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6012 | Tualatin | Boones Ferry | Tualatin- Sherwood | Ibach | Widen to 3 lanes | \$ 5,098,279 | 100% | | | \$ | 5,098,279 | 92% | \$4,690,416 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6013 | Tualatin | Boones Ferry | Ibach | Norwood | Widen to 3 lanes | \$ 660,000 | 100% | | | \$ | 660,000 | 100% | \$660,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6014 | Tualatin | Boones Ferry | Tualatin High School | | Fill sidewalk gaps | \$ 315,000 | 100% | | | \$ | 315,000 | 100% | \$315,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6015 | Tualatin | Cipole | OR 99W | Tualatin- Sherwood | Add left turn lane & bike lanes | \$ 10,196,557 | 100% | | | \$ | 10,196,557 | 100% | \$10,196,557 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6016 | Tualatin | Cipole | Cummins | | Signal - new | \$ 339,885 | 75% | | | \$ | 254,914 | 100% | \$254,914 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6017 | Tualatin | Cipole | Herman | | Signal & realign railroad Widen to 3 lanes, fill sidewalk | \$ 3,058,967 | 75% | | | \$ | 2,294,225 | 100% | \$2,294,225 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6018 | | Grahams Ferry | lbach | Helenius | gaps | \$ 4,980,000 | 100% | | | \$ | 4,980,000 | 100% | \$4,980,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6019 6020 | Tualatin Tualatin | Grahams Ferry Hazelbrook | Helenius OR 99W | Jurgens | Signal - new Widen to 3 lanes | \$ 254,914 \$ 3,543,000 | 75% 100% | | | \$ | 191,185 3,543,000 | 100% | \$191,185 \$3,543,000 | 2025-2039 2025-2039 | | | \$ - | \$ - | \$ | |
| 6021 | Tualatin | Helenius | 109th | | Widen to 3 lanes | \$ 1,403,000 | 100% | | | \$ | 1,403,000 | 100% | \$1,403,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6022 | Tualatin | Herman | Cipole | Tualatin | Fill sidewalk & bike lane gaps | \$ 3,393,000 | 100% | | | \$ | 3,393,000 | 100% | \$3,393,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6023 6024 | Tualatin Tualatin | Herman Leveton | Cipole 108th | 124th | Add left turn lane Signal - new | \$ 1,563,472 \$ 254,914 | 100% 75% | | | \$ | 1,563,472 191,185 | 100% | \$1,563,472 \$191,185 | 2014-2024 | 1 | | \$ - \$ - | \$ - | \$ | - |
| 6025 | | Loop Road | Boones Ferry | Nyberg | New street - minor collector | \$ 4,248,566 | 100% | | | \$ | 4,248,566 | 100% | \$4,248,566 | 2025-2039 | | | \$ - | \$ - | \$ | |
| | Tualatin | Martinazzi | Boones Ferry | Warm Springs | | \$ 2,403,000 | 100% | | | \$ | 2,403,000 | 100% | \$2,403,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| | Tualatin | Martinazzi | Sagert | Lake Oswego | Signal/roundabout - new | \$ 2,069,000 | 75% | | | \$ | 1,551,750 | 100% | \$1,551,750 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6028 | Tualatin | McEwan | 65th | city limit | Widen to 3 lanes | \$ 3,908,680 | 100% | | | \$ | 3,908,680 | 100% | \$3,908,680 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | | Myslony | 124th | 112th | Widen to 3 lanes, add bridge Widen to 3 lanes, add sidewalks & | \$ 14,030,000 | 100% | | | \$ | 14,030,000 | 100% | \$14,030,000 | 2014-2024 | \$ 544,557 | \$ 599,369 | \$ 544,557 | \$ 599,36 | 9 \$ | 1,143,926 |
| 6030 | | Norwood | Boones Ferry | East city limits | bike lanes | \$ 3,129,000 | 100% | | | \$ | 3,129,000 | 100% | \$3,129,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6031 6032 | Tualatin Tualatin | Sagert Sagert | I-5 overpass 65th | 72nd | Bike lanes & sidewalks Signal - new | \$ 3,282,000 \$ 679,770 | 100% 75% | | | \$ | 3,282,000 509.828 | 100% 100% | \$3,282,000 \$509,828 | 2014-2024 2014-2024 | | | \$ - \$ - | \$ - | \$ | |
| 6033 | Tualatin | Teton | Tualatin | † | Signal - new | \$ 609,000 | 75% | | | \$ | 456,750 | 100% | \$456,750 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6034 | Tualatin | Teton | Herman | Tualatin- Sherwood | Widen to 3 lanes | \$ 2,464,000 | 100% | | | \$ | 2,464,000 | 100% | \$2,464,000 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| 6035 | Tualatin | Teton | Tualatin- Sherwood | | Add SB right turn lane | \$ 890,000 | 100% | | | \$ | 890,000 | 100% | \$890,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 6036 | Tualatin | Tualatin Tualatin- | 115th | | Signal - new | \$ 609,000 | 75% | | | \$ | 456,750 | 100% | \$456,750 | 2025-2039 | | | \$ - | \$ - | \$ | - |
| | | | | | | | | | | | | | | | | | | | | |

| Project | Laste Parks | F77 | 5 | - | Period | Project Cost | Proportion of Project Related to | Other Primary Funding | Other Primary Funding | Eligible Capacity | Growth | Eligible SDC | Estimated Project Completion | FY 17-18 | FY 17-18 | TDT 2009- | Other Funding | Total TDT and other funding |
|---------|--------------------|---------------------------------------|---------------------------|--------------------------|---|--------------------------------|--|-----------------------------|-----------------------------|--------------------------------|--------------|------------------------------|------------------------------------|------------|------------------|------------|----------------------------|-----------------------------|
| ID | Jurisdiction | Facility | From | То | Project Additional on-ramp lane from | (2014\$) | Capacity (%) | Source | Revenue | Amount | Share | Amount | Timeframe | TDT | Other Funding | Present | 2009-Present | 2009-Present |
| 6038 | Tualatin | Nyberg | I-5 | | westbound Nyberg to northbound I- 5 (NE guadrant of interchange) | \$ 792,000 | 100% | | | \$ 792,000 | 100% | \$792,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Tualatin | TOTAL | | | 1 | \$ 170,937,004 | | | | \$ 168,819,442 | | \$165,387,436 | | \$ 582,965 | \$ 599,369 | \$ 741,684 | \$ 609,474 | \$ 1,351,158 |
| 1000 | Wash Co | 80th | Oleson | Oak | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 13,000,000 | 90% | | | \$ 11,700,000 | 100% | \$11,700,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1001 | Wash Co | 92nd/Allen | Scholls Ferry | Garden Home | Widen to 3 lanes | \$ 3,922,000 | 100% | | | \$ 3,922,000 | 85% | \$3,325,673 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1002 | Wash Co | 113th | McDaniel | Rainmont | New 2-lane collector road | \$ 6,000,000 | 100% | | | \$ 6,000,000 | 100% | \$6,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1003 | Wash Co | 113th | Rainmont | Cornell | Sidewalk infill Add sidewalks and bike lanes; add | \$ 6,300,000 | 90% | | | \$ 5,670,000 | 100% | \$5,670,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1004 | Wash Co | 119th | McDaniel | Cornell | turn lanes at appropriate intersections | \$ 12,000,000 | 90% | | | \$ 10,800,000 | 100% | \$10,800,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1005 | Wash Co | 160th | TV Hwy | Farmington | Widen to 3 lanes | \$ 15,000,000 | 100% | | | \$ 15,000,000 | 100% | \$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 | \$ 15,277,000 | 100% | | | \$ 15,277,000 | 84% | \$12,839,181 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | | 173rd | Bronson | Cornell | Extend 173rd Ave under or over US 26 connecting to 174th Ave | \$ 58,640,000 | 100% | | | \$ 58,640,000 | 100% | \$58,640,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1008 | Wash Co Wash Co | 174th 175th | Meadowgrass Rigert | Bronson Weir | Widen to 3 lanes Widen to 3 lanes | \$ 16,230,000 \$ 13,950,000 | 100% 100% | | | \$ 16,230,000 \$ 13,950,000 | 100% 100% | \$16,230,000 \$13,950,000 | 2025-2039 | 1 | 1 | \$ - | \$ - | \$ - |
| | Wash Co | 175th | Kemmer | **** | Intersection improvement | \$ 2,500,000 | 100% | | | \$ 2,500,000 | 100% | \$2,500,000 | 2014-2024 | | \$ 2,238,169 | \$ - | \$ 3,087,269 | \$ 3,087,269 |
| 1011 | Wash Co | 175th | Outlook | Horse Tale | Realign roadway, improve to standard | \$ 6,000,000 | 25% | | | \$ 1,500,000 | 100% | \$1,500,000 | 2025-2039 | | , -,, | \$ - | \$ - | \$ - |
| 1012 | Wash Co | 185th | UGB | Springville | Widen to 3 lanes | \$ 5,000,000 | 100% | | | \$ 5,000,000 | 100% | \$5,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1013 | Wash Co Wash Co | 185th 185th | Springville Blanton | West Union Farmington | Widen to 5 lanes Widen to 5 lanes | \$ 5,100,000 \$ 12,163,000 | 100% 100% | | | \$ 5,100,000 \$ 12,163,000 | 97% 100% | \$4,948,515 \$12,163,000 | 2014-2024 2025-2039 | | | \$ - | \$ 5,985,834 | \$ 5,985,834 |
| | Wash Co | 185th | Farmington | Bany | Widen to 3 lanes | \$ 14,522,370 | 100% | | | \$ 14,522,370 | 100% | \$14,522,370 | 2025-2039 | | \$ 24,740 | \$ - | \$ 24,740 | \$ 24,740 |
| 1016 | | 197th/198th | Baseline | Alexander | Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset | \$ 18,000,000 | 90% | | | \$ 16,200,000 | 100% | \$16,200,000 | 2040+ | | | \$ - | \$ - | \$ - |
| | Wash Co | 198th | Alexander | Blanton | Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy | \$ 10,450,000 | 100% | | | \$ 10,450,000 | 100% | \$10,450,000 | 2014-2024 | | \$ 594,707 | \$ - | \$ 913,652 | |
| | Wash Co | 198th | Blanton | Farmington | Widen to 3 lanes Widen to 5 lanes; replace bridge | \$ 27,900,000 | 100% | | | \$ 27,900,000 | 100% | \$27,900,000 | 2014-2024 | | \$ 1,587,781 | \$ - | \$ 3,153,967 | |
| | Wash Co Wash Co | 205th/206th 209th | Quatama TV Hwy | Baseline Farmington | over Beaverton Creek Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen | \$ 31,000,000 \$ 44,396,000 | 100% | | | \$ 31,000,000 \$ 44,396,000 | 100% | \$31,000,000 \$44,396,000 | 2025-2039 | | \$ 412,323 | \$ - | \$ 409,467 \$ 2,570,528 | \$ 409,467 \$ 2,570,528 |
| 1021 | Wash Co | Alexander | 192nd | 178th | Buttemut Creek bridge Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections | \$ 9,293,000 | 90% | | | \$ 8,363,700 | 100% | \$8,363,700 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1022 | Wash Co | Barnes | 119th | Cedar Hills | Widen to 5 lanes | \$ 4,000,000 | 100% | | | \$ 4,000,000 | 77% | \$3,072,464 | 2014-2024 | | | \$ - | \$ - | \$ - |
| 1023 | Wash Co | Barnes | Catlin Gabel entrance | Miller | Widen to 5 lanes | \$ 18,000,000 | 100% | | | \$ 18,000,000 | 88% | \$15,824,176 | 2014-2024 | | \$ 19,233 | \$ - | \$ 125,403 | \$ 125,403 |
| 1024 | Wash Co | Barnes | Miller | County line | Widen to 3 lanes | \$ 8,800,000 | 100% | | | \$ 8,800,000 | 100% | \$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 | 100% | | | \$ 30,000,000 | 100% | \$30,000,000 | 2025-2039 | | | \$ - | \$ 10,105 | \$ 10,105 |
| | Wash Co Wash Co | Beef Bend Bull Mountain | 150th Roy Rogers | 131st OR 99W | Widen to 3 lanes Widen to 3 lanes | \$ 15,000,000 \$ 34,000,000 | 100% 100% | | | \$ 15,000,000 \$ 34,000,000 | 100% 84% | \$15,000,000 \$28,697,248 | 2040+ 2040+ | | | \$ - | \$ - \$ 236 | \$ - \$ 236 |
| | Wash Co | Butner | Murray | Cedar Hills | Add sidewalks and bike lanes; add turn lanes at appropriate | \$ 12,730,247 | 90% | | | \$ 11,457,223 | 100% | \$11,457,223 | 2040+ | | \$ 199,112 | \$ - | \$ 261,986 | |
| 1029 | Wash Co | Clutter/Ridder | Grahams Ferry | Garden Acres | intersections Widen to 3 lanes | \$ 2.100.000 | 40% | | | \$ 840,000 | 100% | \$840,000 | 2025-2039 | 1 | | \$ - | \$ - | \$ - |
| | Wash Co | Cornelius Pass | Frances | TV Highway | Widen to 5 lanes | \$ 11,307,000 | 100% | | | \$ 11,307,000 | 100% | \$11,307,000 | 2014-2024 | | \$ 657,174 | \$ 528 | \$ 1,045,745 | \$ 1,046,272 |
| 1031 | Wash Co | Cornell | US 26 | Murray | Widen to 5 lanes | \$ 40,620,000 | 100% | | | \$ 40,620,000 | 100% | \$40,620,000 | 2025-2039 | | | \$ - | \$ 1,210,641 | \$ 1,210,641 |
| 1032 | Wash Co | Cornell | 143rd / Science Park | 1 | Reconfigure intersection | \$ 12,400,000 | 100% | | | \$ 12,400,000 | 100% | \$12,400,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1033 | Wash Co | Cornell | 102nd | County line | Widen to 3 lanes | \$ 18,000,000 | 100% | | | \$ 18,000,000 | 100% | \$18,000,000 | 2040+ | | | \$ - | \$ - | \$ - |
| 1034 | Wash Co | Elligsen | Wilsonville city limit | 65th | Widen to 3 lanes, add turn pockets & signal at 65th | \$ 5,000,000 | 60% | | | \$ 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1035 | | Evergreen | East of 25th | West of 253rd | Multi-modal improvements | \$ 1,800,000 | 100% | | | \$ 1,800,000 | 100% | \$1,800,000 | 2008-2017 | | | \$ - | \$ 679 | |
| | Wash Co Wash Co | Farmington Farmington | 209th 185th | 185th Kinnaman | Widen to 5 lanes Widen to 5 lanes | \$ 42,000,000 \$ 27,299,000 | 100% 100% | | | \$ 42,000,000 \$ 27,299,000 | 85% 99% | \$35,853,659 \$26,944,468 | 2025-2039 2025-2039 | 1 | | \$ - | \$ - | \$ - \$ - |
| 1038 | | Fischer | 131st | OR 99W | Add sidewalks and bike lanes; add turn lanes at appropriate | \$ 4,580,000 | 90% | | | \$ 4,122,000 | 100% | \$4,122,000 | 2025-2039 | \$ 681 | \$ 696,380 | \$ 472,713 | \$ 2,437,118 | T |
| 1039 | Wash Co | Garden Home | 92nd | Oleson | intersections Widen to 3 lanes | \$ 9.000.000 | 100% | | | \$ 9.000.000 | 100% | \$9,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 1040 | Wash Co | Germantown | Cornelius Pass | | Intersection improvement | \$ 3,000,000 | 100% | | | \$ 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | \$ 36,085 | \$ - | \$ 36,085 | |
| 1041 | Wash Co | Germantown | 185th | | Intersection improvement | \$ 3,000,000 | 100% | | | \$ 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ - | \$ - | \$ - |

| | | | | 1 | | | | | | | | | | | | | | | | |
|---------|--------------------|----------------------------|-------------------------|------------------------|---|------------------------------|-----------------------|--------------------|--------------------|--------|--------------------------|--------------|------------------------------|------------------------|------------|----------------------------|----------|------|------------------------------|-------------------------------|
| | | | | | | | Proportion of | Other | Other | | | | | Estimated | | | | | | Total TDT and |
| Project | | | | | | Project Cost | Project Related to | Primary Funding | Primary Funding | Eligil | ble Capacity | Growth | Eligible SDC | Project Completion | FY 17-18 | FY 17-18 | TDT 20 | 09- | Other Funding | other funding |
| ID | Jurisdiction | Facility | From | То | Project | (2014\$) | Capacity (%) | Source | Revenue | | Amount | Share | Amount | Timeframe | TDT | Other Funding | Prese | nt | 2009-Present | 2009-Present |
| 1042 | Wash Co | Glencoe/1st | Harewood | Jackson | Widen to 3 lanes | \$ 10,700,00 | 0 100% | | | \$ | 10,700,000 | 100% | \$10,700,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1043 | Wash Co | Grahams Ferry | Helenius | Clay | Widen to 3 lanes; add signal and improve geometry at Tonquin Rd | \$ 11,100,00 | 0 100% | | | \$ | 11,100,000 | 100% | \$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 | \$ 9,700,00 | 0 100% | | | \$ | 9,700,000 | 100% | \$9,700,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | Wash Co | Greenburg | Hall | Locust | Widen to 5 lanes | \$ 23,019,50 | | | | \$ | 23,019,501 | 93% | \$21,445,518 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | Wash Co | Hall | Scholls Ferry | Oleson | Widen to 5 lanes | \$ 2,401,00 \$ 13,800,00 | 10070 | | | \$ | 2,401,000 | 100% | \$2,401,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | Wash Co | Hall | Oleson | OR 99W | Widen to 3 lanes | Ψ 10,000,00 | | | | \$ | 13,800,000 | 95% | \$13,164,474 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | Wash Co Wash Co | Jenkins | OR 99W 158th | Durham Murray | Widen up to 5 lanes Widen to 5 lanes | \$ 42,500,00 \$ 15,530,00 | | | | \$ | 42,500,000 15,530,000 | 92% 79% | \$39,022,727 \$12,253,028 | 2025-2039 2014-2024 | | \$ 746,132 | ę. | - | \$ 2,439,453 | \$ 2,439,453 |
| | Wash Co | Johnson | Cornelius Pass | 185th | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 24,333,00 | | | | \$ | 21,899,700 | 100% | \$21,899,700 | 2025-2039 | | ψ 7 10,10 <u>2</u> | \$ | - | \$ - | \$ - |
| 1051 | Wash Co | Johnson | 185th | 170th | Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing | \$ 14,027,00 | 0 95% | | | \$ | 13,325,650 | 100% | \$13,325,650 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | | | | | section over drainage | | | | | | | | | | | | | | | |
| 1052 | Wash Co | Kaiser/143rd | Bethany | Cornell | Widen to 3 lanes | \$ 38,357,00 | 0 100% | | | \$ | 38,357,000 | 100% | \$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 | \$ 26,810,00 | 0 90% | | | \$ | 24,129,000 | 100% | \$24,129,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1054 | Wash Co | Kinnaman | 198th | | Realign offset intersection, signalize or add roundabout | \$ 4,971,00 | 0 100% | | | \$ | 4,971,000 | 100% | \$4,971,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 1055 | Wash Co | Laidlaw | Skycrest | Lakeview | appropriate intersections | \$ 10,000,00 | 90% | | | \$ | 9,000,000 | 100% | \$9,000,000 | 2025-2039 | | | \$ | | \$ - | \$ - |
| 1056 | Wash Co | Laidlaw | Saltzman | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 22,000,00 | 90% | | | \$ | 19,800,000 | 100% | \$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 | \$ 10,000,00 | 90% | | | \$ | 9,000,000 | 100% | \$9,000,000 | 2040+ | | | \$ | - | \$ - | \$ - |
| 1058 | Wash Co | McDaniel | 119th | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 21,000,00 | 90% | | | \$ | 18,900,000 | 100% | \$18,900,000 | 2040+ | | | \$ | - | \$ - | \$ - |
| 1059 | Wash Co | Merlo | 170th | MAX Light Rail | Widen to 5 lanes | \$ 16,635,00 | 0 100% | | | \$ | 16,635,000 | 100% | \$ 16,635,000 | 2014-2024 | | | \$ | - | \$ 1,292,697 | \$ 1,292,697 |
| 1060 | Wash Co | Miller Hill | Farmington | Gassner | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$ 9,000,00 | 0 90% | | | \$ | 8,100,000 | 100% | \$8,100,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | Wash Co | Oleson | Scholls Ferry | Fanno Creek bridge | Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy | \$ 34,200,00 | | | | \$ | 34,200,000 | 100% | \$34,200,000 | 2014-2024 | | | \$ | - | \$ 4,608,174 | \$ 4,608,174 |
| 1062 | Wash Co | River | Farmington | | Intersection improvement | \$ 3,000,00 | 100% | | | \$ | 3,000,000 | 100% | \$3,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1063 | Wash Co | Saltzman | Laidlaw | Bayonne | Realign 2/3-lane collector road, including bridge over Bronson Creek | \$ 11,100,00 | 100% | | | \$ | 11,100,000 | 100% | \$11,100,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 1064 | Wash Co | Saltzman | Bayonne | Bauer Woods | Widen to 3 lanes | \$ 8,000,00 | 100% | | | \$ | 8,000,000 | 100% | \$8,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1065 | Wash Co | Scholls Ferry | Beaverton- Hillsdale | Allen | Widen to 3 lanes | \$ 22,587,00 | 0 100% | | | \$ | 22,587,000 | 100% | \$22,587,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1066 | Wash Co | Scholls Ferry | Hall | | Intersection capacity and signal improvements | \$ 2,549,13 | 9 100% | | | \$ | 2,549,139 | 100% | \$2,549,139 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1067 | Wash Co | Scholls Ferry | OR 217 | 121st | Widen to 7 lanes | \$ 20,547,60 | 8 100% | | | \$ | 20,547,608 | 91% | \$18,745,186 | 2040+ | | | \$ | - | \$ 1,644,864 | \$ 1,644,864 |
| 1068 | Wash Co | Scholls Ferry | Murray | | Intersection capacity and signal | \$ 1,390,44 | 0 100% | | | \$ | 1,390,440 | 100% | \$1,390,440 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| | | , | - | DCC setes | improvements | | | | | • | | | , ,, | | ¢ 744.400 | ♠ F 000 F00 | 6 4 000 | 101 | . 0.704.500 | £ 40.700.000 |
| 1069 | Wash Co Wash Co | Springville Springville | 185th PCC entrance | PCC entrance Kaiser | Widen to 5 lanes Widen to 3 lanes | \$ 11,100,00 \$ 3,600,00 | | | | \$ | 11,100,000 3,600,000 | 100% 100% | \$11,100,000 \$3,600,000 | 2014-2024 2014-2024 | \$ 741,423 | \$ 5,086,532 \$ 879,505 | \$ 1,960 | | \$ 8,761,599 \$ 1,012,239 | \$ 10,722,023 \$ 1,012,239 |
| | Wash Co | Taylors Ferry | Oleson | Washington | | \$ 3,600,00 | | | 1 | \$ | 4.390.000 | 100% | \$4,390,000 | 2014-2024 | | φ 0/8,005 | \$ | - | \$ - | \$ - |
| | Wash Co | Thompson | Saltzman | County line | Widen to 3 lanes | \$ 37,000,00 | | | | \$ | 37,000,000 | 100% | \$37,000,000 | 2040+ | | | \$ | - | \$ - | \$ - |
| | Wash Co | Tonquin | 124th | Grahams Ferry | Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd | \$ 10,500,00 | | | | \$ | 10,500,000 | 100% | \$10,500,000 | 2018-2025 | | | \$ | - | \$ 618 | \$ 618 |
| 1074 | Wash Co | Tualatin- Sherwood | Langer Farms | Teton | Widen to 5 lanes | \$ 49,150,00 | 0 100% | | | \$ | 49,150,000 | 100% | \$49,150,000 | 2014-2024 | \$ 2,713 | | \$ 2 | ,713 | \$ 2,151,468 | \$ 2,154,181 |
| 1075 | Wash Co | Tualatin- Sherwood | Baler | | Reconfigure intersection at Baler Way and construct north leg of intersection | \$ 1,000,00 | 100% | | | \$ | 1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$ | - | \$ - | \$ - |
| 1076 | Wash Co | Walker | 194th extension | 185th | Widen to 5 lanes, right-of-way for turn/auxiliary lanes | \$ 20,000,00 | 0 100% | | | \$ | 20,000,000 | 100% | \$20,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ - |
| 1077 | Wash Co | Walker | 185th | 173rd | Widen to 5 lanes | \$ 13,570,00 | 0 100% | | | \$ | 13,570,000 | 68% | \$9,277,449 | 2014-2024 | | \$ 335,756 | \$ | - | \$ 535,235 | \$ 535,235 |
| 1078 | Wash Co | Walker | 158th | | Intersection capacity and signal improvements | \$ 2,549,13 | | | | \$ | 2,549,139 | 100% | \$2,549,139 | 2014-2024 | | \$ 695,687 | \$ | - | \$ 1,073,833 | \$ 1,073,833 |
| 1079 | Wash Co | Walker | Murray | OR 217 | Widen to 5 lanes | \$ 33,000,00 | 0 100% | | | \$ | 33,000,000 | 90% | \$29,758,929 | 2014-2024 | | \$ 1,386,953 | \$ | - | \$ 6,066,862 | \$ 6,066,862 |
| | Wash Co | West Union | Cornelius Pass | | Widen to 5 lanes | \$ 26,192,00 | 0 100% | | | \$ | 26,192,000 | 100% | \$26,192,000 | 2014-2024 | | \$ 229,831 | \$ | - | \$ 294,154 | \$ 294,154 |
| 1081 | Wash Co | West Union | 185th | 143rd | Widen to 3 lanes | \$ 34,870,00 | 0 100% | | | \$ | 34,870,000 | 100% | \$34,870,000 | 2025-2039 | | | \$ | - | \$ 15,244 | \$ 15,244 |

Appendix A: TDT Road Project List Expenditures FY 2017-18

| Project ID Jurisdiction | Facility | From | To | Project | | oject Cost (2014\$) | Proportion of Project Related to Capacity (%) | Other Primary Funding Source | Other Primary Funding Revenue | | ible Capacity Amount | Growth Share | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | TDT 2009- Present | | er Funding 9-Present | other | TDT and funding Present |
|----------------------------|---------------|---------------------------------------|---------------------------|---|--------|------------------------|--|---------------------------------------|--|------|-------------------------|-----------------|------------------------|---|-----------------|---------------------------|----------------------|----------|-------------------------|---------|-------------------------|
| 1082 Wash Co | 158th | Walker | MAX Light Rail | Widen to 5 lanes | \$ | 8,100,000 | 100% | | | \$ | 8,100,000 | 100% | \$8,100,000 | 2014-2024 | | \$ 5,301,676 | \$ - | \$ 7 | 7,669,796 | \$ 7, | ,669,796 |
| 1083 Wash Co | Murray | Walker | - | Additional turn lanes and auxiliary lanes | \$ | 15,000,000 | 100% | | | \$ | 15,000,000 | 100% | \$15,000,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 1084 Wash Co | Thompson | Circle A | Saltzman | Realign 3-lane arterial | \$ | 6,000,000 | 100% | | | \$ | 6,000,000 | 100% | \$6,000,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 1085 Wash Co | Walker | 158th | Murray | Widen to 5 lanes | \$ | 10,200,000 | 100% | | | \$ | 10,200,000 | 70% | \$7,140,000 | 2014-2024 | | \$ 504,424 | \$ - | \$ 2 | 2,079,281 | \$ 2, | ,079,281 |
| 1086 Wash Co | Roy Rogers | Borchers | Sherwood UGB | Widen to 5 lanes | \$ | 12,000,000 | 100% | | | \$ | 12,000,000 | 95% | \$11,400,000 | 2014-2025 | | | | | | | |
| 1087 Wash Co | Roy Rogers | Sherwood UGB | Tigard UGB | Widen to 4/5 lanes | \$ | 30,000,000 | 100% | | | \$ | 30,000,000 | 70% | \$21,000,000 | 2025-2039 | | | | | | | |
| Wash Co | TOTAL | | | | \$ 1, | 406,758,444 | | | | \$ 1 | 1,378,392,470 | | \$1,329,340,052 | | \$ 744,817 | \$ 21,632,200 | \$ 2,436,37 | 7 \$ 61 | 1,027,432 | \$ 63, | 463,809 |
| 8600 Wilsonville | Boones Ferry | Basalt Creek East-West Arterial | Day | Widen to 5 lanes | \$ | 1,100,000 | 100% | | | \$ | 1,100,000 | 100% | \$1,100,000 | 2025-2039 | | | \$ - | \$ | | \$ | - |
| 8601 Wilsonville | Day | Grahams Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$ | 5,800,000 | 80% | | | \$ | 4,640,000 | 100% | \$4,640,000 | 2025-2039 | | | \$ - | \$ | - | \$ | |
| 8602 Wilsonville | Day | Kinsman | | Construct left turn pocket & signal | \$ | 880,000 | 100% | | | \$ | 880,000 | 100% | \$880,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 8603 Wilsonville | Day | | I-5 | Extend 4/5-lane arterial to I-5 | \$ | 5,000,000 | 100% | | | \$ | 5,000,000 | 100% | \$5,000,000 | 2040+ | | | \$ - | \$ | - | \$ | - |
| 8604 Wilsonville | Elligsen | Parkway Center | Wilsonville city limit | Widen to 3 lanes | \$ | 3,000,000 | 60% | | | \$ | 1,800,000 | 100% | \$1,800,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 8605 Wilsonville | Grahams Ferry | Clay | Calahin | Widen to 3 lanes, add double southbound left turn lane at Day | \$ | 7,100,000 | 60% | | | \$ | 4,260,000 | 100% | \$4,260,000 | 2014-2024 | | | \$ - | \$ | | \$ | - |
| 8606 Wilsonville | Kinsman | Day | Ridder | Construct 3-lane road | \$ | 10,400,000 | 100% | | | \$ | 10,400,000 | 100% | \$10,400,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| 8607 Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$ | 850,000 | 100% | | | \$ | 850,000 | 100% | \$850,000 | 2014-2024 | | | \$ - | \$ | - | \$ | - |
| Wilsonville | TOTAL | | | | \$ | 34,130,000 | | | | \$ | 28,930,000 | | \$28,930,000 | | \$ - | \$ - | \$ - | \$ | - | \$ | - |
| TOTAL | | | | | \$ 3,1 | 153,911,950 | | | | \$ 3 | ,067,449,012 | | \$ 2,995,768,835 | | \$ 10.609.052 | \$ 36,416,603 | \$ 19.405.24 | 5 \$ 155 | 5,564,681 | \$ 174, | 969,926 |

TDT FY 2017-18 Annual Report

Appendix B: TDT Transit Project List Expenditures FY 2017-18

| | Project Name and Bus Stop I | 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | TDT 200 Preser | | Other unding 200 Present | an 9- fundi | otal TDT d other ing 2009- resent |
|------------------|--|--|------------------------|------------------------------------|-------------------------------------|----------------------------|---|------------|---|---------------------------|---|---|--------------|------------------------------|-------------------|-------|--------------------------------|----------------|--|
| | 185th / | Shelter and stop improvements to | | | | | | | | 1 | | 1 | ı | | | Т | | 1 | |
| 100 | Farmington Bus Line Upgrades | 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 | | | \$ | . (| - | \$ | - |
| 109 | Tigard - Transit Stop Improvements | Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St | \$1,000,000 | 0% | \$1,000,000 | 100% | \$1,000,000 | 100% | \$1,000,000 | 58% | \$580,000 | 2014-2024 | | | | | | | |
| Subtotal | | | \$21,082,000 | | \$20,382,000 | | \$20,382,000 | | \$20,382,000 | | \$11,744,032 | | | | \$ | | - | \$ | - |
| Transit Pr | iority Treatmer | nts | | | | | | | | | | | | | | | | | |
| 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 | | | \$ | | - | \$ | - |
| 201 | Tigard - Transit Priority | Transit signal preemption at Hall Blvd and Hwy 99W intersection | \$5,000,000 | 0% | \$5,000,000 | 100% | \$5,000,000 | 100% | \$5,000,000 | 58% | \$2,900,000 | 2014-2024 | | | | | | | |
| Subtotal | des / Transit Ce | | \$7,750,000 | | \$7,750,000 | | \$7,750,000 | | \$7,750,000 | | \$4,484,000 | | | | \$ | . 3 | 5 - | \$ | |
| | 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 | | | | \$ | . 9 | - | \$ | |
| Pedestria 400 | n/Bicycle Acce 65th Ave Multi- Use Trail | ss to Transit 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 | \$ 1,971,717 | | \$ 2,004,4 | 144 | - | \$ 2 | 2,004,444 |
| 403 | TV Hwy Access | Enhanced bikeway facilities, sidewalks, | \$11,667,500 | 0% | \$11,667,500 | 100% | \$11,667,500 | 90% | \$10,500,750 | 100% | \$10,500,750 | 2014-2024 | | | \$ | | s - | \$ | - |
| 404 | to Transit Washington Square Overcrossing (North) | pedestrian crossings, multi-use trail 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 | | | \$ | . (| · • - | \$ | - |

TDT FY 2017-18 Annual Report

Appendix B: TDT Transit Project List Expenditures FY 2017-18

| 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 17-18 TDT | FY 17-18 Other Funding | TDT 2009- Present | Other Funding 20 Present | 009- fu | Total TDT and other unding 2009- Present |
|------------|---|--|--------------------------------|------------------------------------|-------------------------------------|----------------------------|---|------------|---|---------------------------|---|---|--------------|------------------------------|----------------------|--------------------------------|---------|---|
| 405 | Westside Trail: Cornell to Greenbrier | Multi-use trail connecting business park to Cornell Rd bus line, including grade- separated overcrossing of US 26 | \$9,450,000 | 0% | \$9,450,000 | 100% | \$9,450,000 | 90% | \$8,505,000 | 100% | \$8,505,000 | 2014-2024 | | | \$ - | \$ - | \$ | - |
| 406 | Bike & Rides | Enclosed, key card accessed bicycle parking at high capcity 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 | | | \$ - | \$ - | \$ | - |
| Subtotal | | | \$81,971,036 | | \$81,271,036 | | \$81,271,036 | | \$73,059,432 | | \$73,059,432 | | \$ 1,971,717 | \$ - | \$ 2,004,444 | \$ | \$ | 2,004,444 |
| Transit Sy | ystem Requiren | nents | | | | | | | | | | | | | | | | |
| | 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 maintanance 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 | | | \$ - | \$ - | \$ | - |
| Subtotal | | | \$19,831,000 | | \$14,831,000 | | \$11,431,000 | | \$10,631,000 | | \$8,171,376 | | | | \$ - | \$ - | \$ | |
| High Capa | acity Transit (He | CT) | | | | | | | | | | | | | | | | |
| 600 | Amber Glen | 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 | | | \$ - | \$ 938,5 | 30 \$ | 938,530 |
| 603 | Sunset Highway | East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. | | | | | | | | | | | | | | 1 | | |
| | HCT | 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 | Detailed project scoping has not been | \$150,000,000 \$150,000,000 | 50% | \$75,000,000 \$75,000,000 | 100% | \$75,000,000 | 100% | \$75,000,000 \$75,000,000 | 58% | \$43,200,000 \$43,200,000 | 2025-2039 | | | \$ - | \$ - | | |
| 604 | TV Highway HCT | Detailed project scoping has not been developed. 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 | | | | | | | | | | | | | | | | - |
| | TV Highway HCT | Detailed project scoping has not been developed. 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. Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) 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 | 2014-2024 | | | \$ - | \$ - | \$ | - |

TDT FY 2017-18 Annual Report

Appendix C: North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16 and again updated in Fiscal Year 2016-17. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and provide an update to the 5-year review conducted two years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2017-18.

Overview of Recommendations

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2018-19.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

| Funding Program | Expected Revenue |
|---|------------------|
| Major Streets Transportation Improvement Program (MSTIP) | \$10,000,000 |
| Transportation Development Tax (TDT) | \$21,778,574 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 |
| North Bethany Transportation System Development Charge (NBTSDC) | \$22,466,756 |
| Pre-Existing Trust & Agency | \$1,400,000 |
| TOTAL | \$69,000,000 |

Together these funding sources would provide a total of \$69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

| Project | | | Project | Total Cost |
|---------|-----------------------------------|----------------------------|------------------|--------------|
| Number | Road | Extent | Description | Estimate |
| 1 | Shackelford Rd | West Boundary to Joss | New Collector Rd | \$9,300,000 |
| 2 | Shackelford Rd | Joss to Kaiser | New Collector Rd | \$8,800,000 |
| 3 | Springville Rd | 185 th to Joss | Improvements | \$11,100,000 |
| 4 | Springville Rd | Joss to Kaiser | Improvements | \$3,600,000 |
| 5 | Springville Rd | Kaiser to Countyline | Improvements | \$0* |
| 6 | Kaiser Rd | Shackelford to Springville | Improvements | \$7,800,000 |
| 7 | 185th Ave | Springville to West Union | Improvements | \$4,500,000 |
| 8 | Shackelford | Kaiser to Countyline | Improvements | \$0* |
| 9 | Shackelford Rd | 1/2 Bridge over Rock Creek | Bridge | \$7,300,000 |
| 10 | 185 th and Springville | Realignment | Improvements | \$900,000 |
| 11 | Kaiser Rd | Springville to Bethany | Improvements | \$6,100,000 |
| 12 | Brugger Rd | Joss to Kaiser | Improvements | \$3,200,000 |
| 13 | Joss Rd | Shackelford to Arbor | Improvements | \$4,100,000 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | Improvements | \$2,300,000 |
| | | | Total | \$69,000,000 |

^{*} Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. North Bethany and the Major Streets Transportation Improvement Program (MSTIP)

On June 23, 2015 the Board of County Commissioners approved the high-growth transportation funding program. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

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

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements — without raising property taxes — before deficient roadways become problematic. Two-thirds of the \$140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, NBSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"—trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets
 Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds
 will allow improvements to be made proactively before the deficient roadways become
 problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of \$35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance (\$7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union (\$4,000,000 in MSTIP funding)

While the total of \$11.83M in MSTIP is more than the initial \$10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at: http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

| | Projected Number | | Total Revenue |
|------------------------|------------------|------------------------|--------------------------|
| Land Use Category | of Units | 2012 Rate ¹ | Anticipated ² |
| Single Family Detached | 1,437 | \$8,225 | \$11,819,325 |
| Single Family Attached | 1,534 | \$4,919 | \$7,545,746 |
| Multi-Family | 1,218 | \$5,381 | \$6,554,058 |
| Non-Residential | varies | varies | \$3,118,969 |
| Total ² | | | \$29,038,098 |

¹⁾ The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.

The North Bethany Funding Plan allocated **75%** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: **\$21,778,574**. Table 4 shows the estimated TDT revenue from North Bethany to date and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

| | Estimated | |
|-------------|--------------|----------------|
| Fiscal Year | TDT Revenue* | 75% Allocation |
| FY 14-15 | \$1,141,678 | \$856,258 |
| FY 15-16 | \$2,614,654 | \$1,960,990 |
| FY 16-17 | \$2,006,493 | \$1,504,870 |
| FY 17-18 | \$3,449,267 | \$2,586,950 |
| Total | \$9,212,092 | \$6,909,068 |

^{*} Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

Eighteen TDT Credits have been issued in North Bethany for a total of \$2,513,635 (see Table 8, later in report).

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in \$4,395,436 in estimated TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

²⁾ As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

3. North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of \$1.25 per/\$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

| Fiscal Year | Total Assessed Valuation | Service District Revenue | Running Total |
|-------------|--------------------------|--------------------------|---------------|
| FY 11-12 | \$26,240,000 | \$47,519 | \$47,519 |
| FY 12-13 | \$26,270,000 | \$31,849 | \$79,368 |
| FY 13-14 | \$28,180,000 | \$35,728 | \$115,096 |
| FY 14-15 | \$43,790,000 | \$73,029 | \$188,125 |
| FY 15-16 | \$80,730,000 | \$101,655 | \$289,780 |
| FY 16-17 | \$200,830,000 | \$251,373 | \$541,153 |
| FY 17-18 | \$340,160,000 | \$416,805 | \$957,958 |

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan to MSTIP

One project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the County Service District to the MSTIP program. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

4. North Bethany Transportation System Development Charge

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.

Revenue

Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2017 through June 2018 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 6. Revenue | receipts by Month | |
|----------------|------------------|-------------------|-----------------|
| Month | Revenue | Interest Earned | Month Total |
| July 2017 | \$ 65,447.61 | \$ 7,052.72 | \$ 72,500.33 |
| August 2017 | \$ 80,199.00 | \$ 2,368.20 | \$ 82,567.20 |
| September 2017 | \$ 80,101.41 | \$ 2,431.44 | \$ 82,532.85 |
| October 2017 | \$ 19,634.00 | \$ 2,533.42 | \$ 22,167.42 |
| November 2017 | \$ 432,276.00 | \$ 2,787.62 | \$ 435,063.62 |
| December 2017 | \$ 335,640.00 | \$ 3,473.17 | \$ 339,113.17 |
| January 2018 | \$ 362,479.00 | \$ 3,936.52 | \$ 366,415.52 |
| February 2018 | \$ 298,169.02 | \$ 4,156.81 | \$ 302,325.83 |
| March 2018 | \$ 286,293.00 | \$ 5,003.11 | \$ 291,296.11 |
| April 2018 | \$ 227,460.00 | \$ 5,367.95 | \$ 232,827.95 |
| May 2018 | \$ 174,367.87 | \$ 5,776.36 | \$ 180,144.23 |
| June 2018 | \$ 236,506.00 | \$ 5,997.86 | \$ 242,503.86 |
| Total | \$ 2.598.572.91 | \$ 50.885.18 | \$ 2.649.458.09 |

Table 6: Revenue Receipts by Month

Figure 1 displays the revenue receipts and interest earned by month.

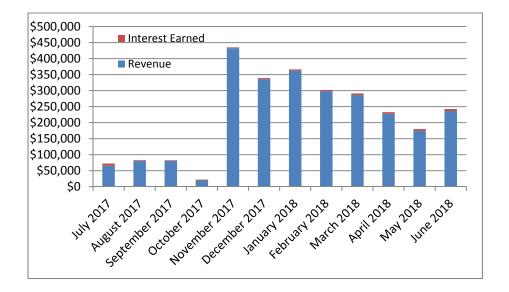


Figure 1: Revenue Receipts by Month

Expenditures

Table 7 summarizes the expenditures by month from the NBTSDC account during the July 2017 through June 2018 fiscal year. The expenditures include administration and other costs, including quarterly credit card charges.

Table 7: Expenditures by Month

| Month | Administration | Other | Month Total |
|----------------|----------------|-----------------|-----------------|
| July 2017 | \$ 605.00 | \$ | \$ 605.00 |
| August 2017 | \$ 605.00 | \$ 5.50 | \$ 610.50 |
| September 2017 | \$ 605.00 | \$ 3,140.68 | \$ 3,745.68 |
| October 2017 | \$ 605.00 | \$ 5.00 | \$ 610.00 |
| November 2017 | \$ 605.00 | \$ 5.50 | \$ 610.50 |
| December 2017 | \$ 605.00 | \$ 2,301.78 | \$ 2,906.78 |
| January 2018 | \$ 605.00 | \$ | \$ 605.00 |
| February 2018 | \$ 605.00 | \$ 5.50 | \$ 610.50 |
| March 2018 | \$ 605.00 | \$ 3,524.08 | \$ 4,129.08 |
| April 2018 | \$ 605.00 | \$ 15.22 | \$ 620.22 |
| May 2018 | \$ 605.00 | \$ 5.50 | \$ 610.50 |
| June 2018 | \$ 605.00 | \$ 70,635.86 | \$ 71,240.86 |
| Total | \$ 7,260.00 | \$ 79,644.62 | \$ 86,904.62 |

North Bethany Transportation System Development Charge 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 8 shows the NBTSDC credits issued through June 30, 2018.

Table 8: North Bethany Transportation System Development Charge Credits*

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 16-17 | Credit Remaining on 6/30/17 | Notes |
|------------------|---|-------------------------------|--------------------------------------|--|---------------|--------------------------------------|--------------------------------------|--|
| NB14-01 | NW 160 th : Springville to Brugger | West Hills Developm ent | North Bethany Creek | \$180,397 | 10/23/14 | \$180,397 Transfer to NB14-01A | | Entire amount transferred to NB14- 01A |
| NB14-01A | From NB14-01 | DR Horton | | Transfer from NB14-01 \$180,397 | 12/30/14 | \$180,397 | \$0 | |
| NB14-02 | Brugger & ROW dedication | West Hills Developm ent | North Bethany Creek | \$77,822 | 11/24/14 | \$77,822 Transfer to NB14-01A | \$0 | Entire amount transferred to NB14- 02A |
| NB14-02A | From NB14-02 | DR Horton | | Transfer from NB14-01 \$77,822 | 12/30/14 | \$77,822 | \$0 | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | \$400,253 | 11/20/15 | \$397,345 | \$2,908 | |
| NB15-002 | Shackelford Rd | DR Horton | Bethany Commons at Abbey Creek | \$114,490 | 12/9/15 | \$114,490 | \$0 | |
| NB15-003 | Brugger Rd & | DR Horton | Commons at | \$71,870 | 12/9/15 | \$44,413 | \$0 | \$27,457 |

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 16-17 | Credit Remaining on 6/30/17 | Notes |
|------------------|-------------------------------|-----------|---|--|---------------|--|-----------------------------|--|
| | Joss Rd | | Abbey Creek | | | used \$27,457 Transfer to NB15-003A | - | transferred to NB15- 003A |
| NB15-003A | From NB15-003 | DR Horton | Meadows at Abbey Creek | Transfer from NB15-003 \$27,457 | 4/22/16 | \$27,457 | \$0 | |
| NB16-001 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek #2 | \$62,000 | 3/15/16 | \$61,130 used \$870 Transfer to NB16-00A | | \$870 transferred to NB16- 001A |
| NB16-001A | From NB16-001 | DR Horton | Meadows at Abbey Creek | Transferred from NB16-001 \$870 | 4/21/16 | \$870 | \$0 | |
| NB16-002 | Brugger Rd & Joss Rd | DR Horton | Bethany Abbey Meadows | \$31,360 | 4/15/16 | \$31,360 | \$0 | |
| NB-007 | Shackelford Rd | DR Horton | Grace Hollow & Grace Hollow #2 | \$450,547 | 9/2/16 | \$183,886 | \$0 | \$266,661 transferred to NB-007A |
| NB-007A | Shackelford Rd | DR Horton | Bethany Abbey Meadows | Transferred from NB- 007 \$266,661 | 10/26/16 | \$266,661 | \$0 | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | | | \$2,908 | \$0 | |
| NB16-004 | Shackelford Rd | DR Horton | Bethany Abbey Heights No. 2 | \$179,530 | 8/15/16 | \$178,145 | \$1,385 | |
| NB16-003 | Shackelford Rd | DR Horton | Bethany Creek Falls No. 2 Row Houses | \$185,193 | 8/12/16 | \$185,193 | \$0 | |
| NB16-006 | Kaiser Rd & Springville Rd | Noyes | Crossing at North Bethany | \$177,795 | 8/31/16 | \$177,795 Transfer to NB16-006A | \$0 | \$177,795 Transferred to NB16- 006A |
| NB16-006A | Kaiser Rd & Springville Rd | Noyes | Highlands at North Bethany | Transferred from NB16-006 \$177,795 | 10/19/16 | \$177,795 | \$0 | |
| NB16-008 | Brugger Rd | DR Horton | Bethany Abbey Meadows No. 2 – Brugger Rd | \$74,727 | 12/13/16 | \$74,727 | | |
| NB16-009 | Shackelford Rd | DR Horton | Bethany Abbey Meadows No. 2 – Shackelford Rd | \$62,999 | 12/13/16 | \$18,828 | \$44,171 | |
| NB16-004 | Shackelford Rd | DR Horton | Bethany Abbey Heights No.2 | | 9/02/16 | \$1,385 | \$0 | |
| NB16-009 | Shackelford Rd | DR Horton | Bethany Abbey Meadows No.2 | | 12/13/16 | \$44,171 | \$0 | |
| NB17-001 | Shackelford Rd | Noyes | Highlands at North Bethany | \$133,968 | 2/2/18 | \$133,968 | \$0 | |
| NB18-001 | Kaiser Rd & Brugger Rd | DR Horton | North Bethany Commons | \$310,681 | 3/8/18 | \$85,844 Transfer to NB18-001A | \$140,472 | \$84,365 Transferred to NB18-001A |
| NB18-001A | Kaiser Rd & | DR Horton | Bethany Abbey | Transferred | 3/14/18 | \$84,365 | \$0 | Transferred |

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 16-17 | Credit Remaining on 6/30/17 | Notes |
|------------------|-------------------|----------|------------------------|------------------------------|---------------|-------------------------------|--------------------------------------|------------------|
| | Brugger Rd | | Meadows No.2 | from NB18-001 \$84,365 | | | | from NB18-001 |
| FY 17 | '-18 Total | | | \$444,649 | | \$349,733 | \$140,472 | |
| Total (FY 14-15 | through FY 17-18) | | - | \$2,513,635 | | \$2,373,162 | \$140,472 | |

^{*} Credits from prior fiscal years are shown in gray.

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.

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. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 9. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by accounting. The revenue, interest and credits issued result in **\$9,554,108** in total activity from the North Bethany Transportation System Charge through June 30, 2018.

Table 9: NBTSDC Total Activity (Revenue plus Credits Issued)

| Fiscal Year | NBTSDC Revenue | Interest Earned | Credits Issued | Total Activity |
|-------------|----------------|-----------------|----------------|----------------|
| FY 2014-15 | \$867,675 | | \$258,219 | \$1,125,894 |
| FY 2015-16 | \$1,987,137 | \$14,069 | \$679,973 | \$2,681,179 |
| FY 2016-17 | \$1,512,326 | \$9,811 | \$1,130,791 | \$2,652,928 |
| FY 2017-18 | \$2,598,573 | \$50,885 | \$444,649 | \$3,094,107 |
| Total | \$6,965,711 | \$74,765 | \$2,513,632 | \$9,554,108 |

North Bethany Funding Plan Revenue Source Summary

Table 10 summarizes the North Bethany Funding programs through June 30, 2018.

Table 10: Summary of North Bethany Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2018 ¹ |
|---|-----------------------------|--|
| Major Streets Transportation Improvement Program (MSTIP)* | \$10,000,000 | \$10,000,000 |
| Transportation Development Tax (TDT)** | \$21,778,574 | \$6,909,068 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 | \$957,958 |
| North Bethany Transportation System Development Charge (NBTSDC - includes credits issued) | \$22,466,756 | \$9,554,108 |
| Pre-Existing Trust & Agency | \$1,400,000 | \$1,400,000 |
| Total | \$69,000,000 | \$28,821,134 |

¹⁾ Includes revenue plus interest and credits

Review of North Bethany Development

Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved. Construction within these approved developments has begun and over 1,900 units have been issued permits or final approval prior to June 30, 2018.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction begins. This is due to the fact that TDT (or NBTSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBTSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2018.

^{*} Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

^{**} Estimated from NBTSDC receipts plus credits

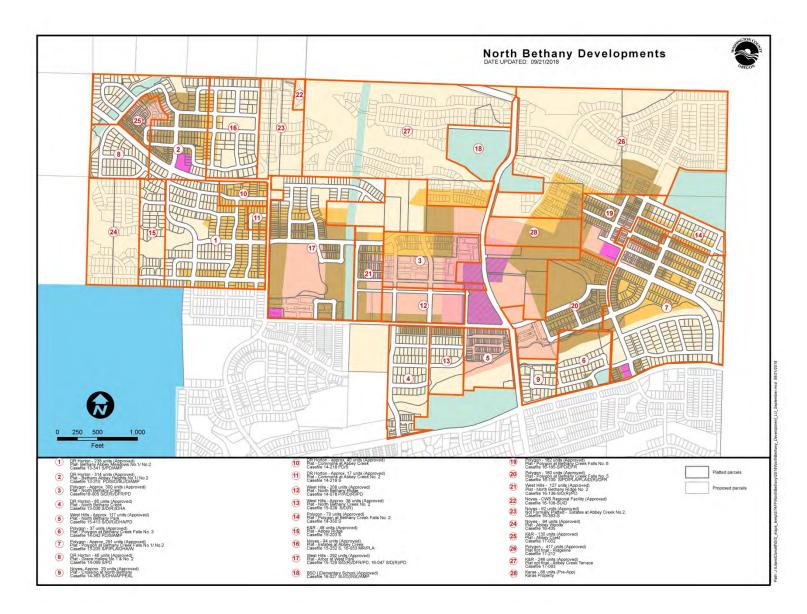


Figure 2: Development as of June 30, 2018

North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 11 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2018.

Table 11: Residential Development

| Unit Type | Units Expected in Funding Plan | Units Approved, June 30, 2018 | Units Permitted or Final, June 30, 2018 |
|------------------------|--------------------------------|----------------------------------|---|
| Single Family Detached | 1,437 | 2,893* (97%) | 1,111 (77%) |
| Single Family Attached | 1,534 | 2,033 (3770) | 210 (14%) |
| Multifamily | 1,218 | 790** (65%) | 583 (48%) |
| Total | 4,189 | 3,683 (88%) | 1,904 (45%) |

^{*}Single Family residential approvals are not distinguished between attached and detached structures

Approximately 88% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 92% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 8% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

^{**}Note: This number was higher in the FY 16-17 Annual Report due to incorrect reporting for one subdivision.

North Bethany Road Project Analysis

As of June 30, 2018 one capital project had been completed and credits had been issued for parts of several other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 12 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2018 and Figure 3 shows the same roadway improvements in a map form.

Table 12: North Bethany Road Project Analysis

| | | Table 12. North | • | , | | Credit |
|---------|--------------------------------------|-------------------------------|--------------|-----------|--------------|--|
| | | | | | | Vouchers |
| Project | | | Total Cost | Percent | | Issued/Other |
| Number | Road | Extent | Estimate | Complete* | Investment** | Funding |
| 1 | Shackelford Rd | West Boundary to Joss | \$9,300,000 | 16% | \$1,490,540 | TDT15-05 TDT15-06 NB15-001 NB15-002 NB-007 NB16-004 NB16-009 NB17-001 |
| 2 | Shackelford Rd | Joss to Kaiser | \$8,800,000 | | | |
| 3 | Springville Rd | 185 th to Joss | \$11,100,000 | 71% | \$7,916,438 | TDT MSTIP 3d-HG NB Co Svc Dist |
| 4 | Springville Rd | Joss to Kaiser | \$3,600,000 | 5% | \$192,325 | TDT14-04 URMD Safety |
| 5 | Springville Rd | Kaiser to Countyline | \$0 | | | |
| 6 | Kaiser Rd | Shackelford to Springville | \$7,800,000 | 5% | \$385,120 | NB16-006 NB18-001 |
| 7 | 185th Ave | Springville to West Union | \$4,500,000 | 40% | \$1,792,652 | TDT MSTIP 3d-HG |
| 8 | Shackelford | Kaiser to Countyline | \$0 | N/A | \$185,193*** | NB16-003 |
| 9 | Shackelford Rd | ½ Bridge over Rock Creek | \$7,300,000 | | | |
| 10 | 185 th and Springville | Realignment | \$900,000 | 100% | \$900,000 | MSTIP 3d-HG TDT |
| 11 | Kaiser Rd | Springville to Bethany | \$6,100,000 | | | |
| 12 | Brugger Rd | Joss to Kaiser | \$3,200,000 | 8% | \$255,905 | NB14-02 NB16-008 NB18-001 |
| 13 | Joss Rd | Shackelford to Arbor | \$4,100,000 | 4% | \$165,231 | NB15-003 NB16-001 NB16-002 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | \$2,300,000 | 100% | \$2,480,397 | NB14-01 MSTIP (Loan) |
| | 20, 2018, Parcent com | Total | \$69,000,000 | 23% | \$15,578,608 | |

^{*} As of June 30, 2018. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

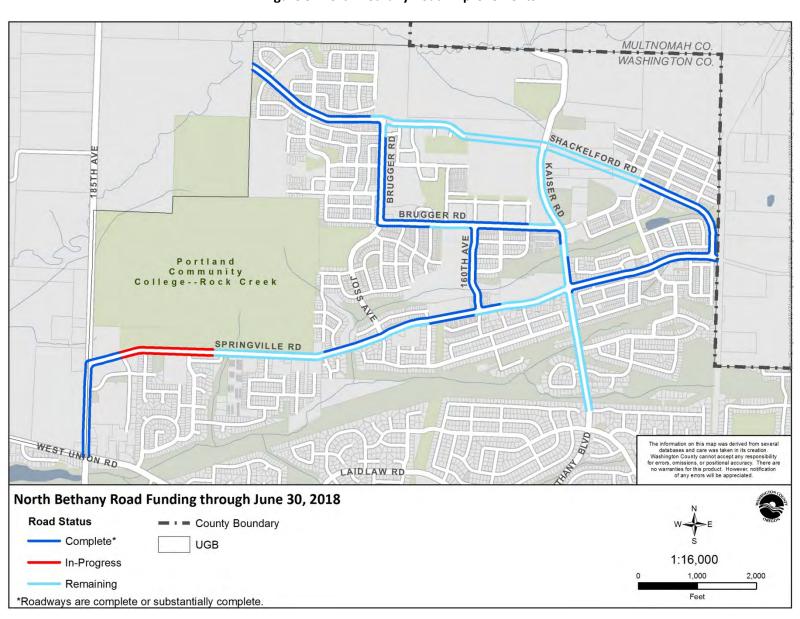


Figure 3: North Bethany Road Improvements

North Bethany Project Costs

Washington County engineering staff has been diligently working with the development community to coordinate and implement funded projects. North Bethany Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2018. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, development timing was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2018 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2018-19.

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2018-19.

Appendix D: Bonny Slope West Transportation System Development Charge Annual Report - Fiscal Year 2017-2018

Introduction

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure necessary to serve the Bonny Slope West Subarea.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2017-2018. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the Bonny Slope West Transportation System Development Charge activity during Fiscal Year 2017-18.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2017-2018 SUMMARY

| | FY 2017 – 2018 |
|---------------------------|----------------|
| Starting Balance 7/1/2017 | \$0 |
| Revenue | \$531,156 |
| Investment Earnings | \$2,847 |
| Expenditures | \$15,788 |
| Ending Balance 6/30/2018 | \$518,215 |

No credits have been issued and no projects have been completed prior to June 30, 2018.



Washington County

Department of Land Use & Transportation • **Planning and Development Services**

155 N. First Avenue, Suite 350-14, Hillsboro, OR 97214-3072 phone: (503) 846-3519 ◆ fax: (503) 846-4412

Bonny Slope West Transportation System Development Charge Summary

Total BSWTSDC revenue activity is summarized in Table 1. It includes revenue from the charge, interest earned and credits issued. The revenue, interest and credits issued result in **\$534,003** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2018.

Table 1: BSWTSDC Total Activity (Revenue plus Credits Issued)

| Fiscal Year | BSWTSDC Revenue | Interest Earned | Credits Issued | Total Activity |
|-------------|--------------------|-----------------|----------------|----------------|
| FY 2017-18 | \$531,156 | \$2,847 | \$0 | \$534,003 |
| Total | \$531,156 | \$2,847 | \$0 | \$534,003 |

Total BSWTSDC expenditure activity is summarized in Table 2. It includes expenditures for administration and other costs (e.g. credit card charges, mailing). The expenditures result in \$15,788 in total activity from the Bonny Slope West Transportation System Charge through June 30, 2018.

Table 2: BSWTSDC Expenditures

| Fiscal Year | Administration | Other | Total Activity |
|-------------|----------------|----------|----------------|
| FY 2017-18 | \$4,291 | \$11,497 | \$15,788 |
| Total | \$4,291 | \$11,497 | \$15,788 |

Bonny Slope West Funding Plan Revenue Source Summary

Table 3 summarizes the North Bethany Funding programs through June 30, 2018.

Table 3: Summary of Bonny Slope West Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2018 ¹ |
|---|-----------------------------|---|
| Transportation Development Tax (TDT)* | \$3,649,500 | \$418,402 |
| Bonny Slope West Transportation System Development Charge (BSWTSDC - includes credits issued) | \$4,635,000 | \$534,003 |
| Major Streets Transportation Improvement Program (MSTIP)** | \$2,665,500 | \$0 |
| Total | \$10,950,000 | \$952,405 |

- Includes revenue plus interest and credits
- * Estimated from BSWTSDC receipts plus credits
- ** Assumes the MSTIP allocation committed to the Bonny Slope West Funding Plan

Review of Bonny Slope West Development

Prior to FY 17-18, no development had occurred in the Bonny Slope West Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 320 residential units (single-family) have been approved. Construction within these approved developments has begun and 66 units were issued permits or final approval prior to June 30, 2018.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the Bonny Slope West Funding Plan

may not necessarily occur until after development construction. This is due to the fact that TDT (or BSWSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and BSWSDC) at time of final building permit (or deferred to occupancy)

Figure 1, displays the land use approval status as of June 30, 2018.

Bonny Slope West Developments DATE UPDATED: 09/04/2018 (3) NW LAIDLAW RD NW AVIGNON LN NW ALSACE LN NW BAYONNE LN NW MILAZZO LN NW THOMPSON RD **Specific Developments**

Bonny Slope West Area

1 West Hills - 235 units Casefile 16-104 S/DHA

Creekview Ridge - 84 units Casefile 17-258-S/DHA

Modified by Casefile18-097-MOD/MR/PLA

3 Hartwell -24 units (Not yet submitted)

Figure 1: Development as of June 30, 2018

Bonny Slope West Development Analysis

As shown in Figure 1, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 4 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2018.

Table 4: Residential Development

| | Units Expected in | Units Approved, | Units Permitted or |
|------------------------|-------------------|-----------------|----------------------|
| Unit Type | Funding Plan | June 30, 2018 | Final, June 30, 2018 |
| Single Family Detached | 600 | 319 (53%) | 66 (11%) |

Approximately 53% of the development expected in the Bonny Slope West Funding Plan has been approved. The development approvals also cover approximately 43% of the total Bonny Slope West Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 57% of the land area remains developable, much of the remaining developable area includes smaller parcels and lands that may have environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the Bonny Slope West Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope Funding Plan.

Bonny Slope West Road Project Analysis

As of June 30, 2018 no capital projects had been completed or credits had been issued for any parts of the identified projects. Table 5 shows the Bonny Slope West Road projects investment through June 30, 2018.

Table 5: Bonny Slope West Road Project Analysis

| Project Number | Road | Extent | Total Cost Estimate | Percent Complete* | Investment** | Credit Vouchers Issued/Other Funding |
|-------------------|-------------|--|------------------------|----------------------|--------------|---|
| 1 | Thompson Rd | Saltzman Rd to Marcotte Rd | \$4,000,000 | 0% | \$0 | |
| 2 | Laidlaw Rd | Saltzman Rd to Marcotte Rd | \$5,400,000 | 0% | \$0 | |
| 3 | Marcotte Rd | Laidlaw Rd to Thompson Rd (ROW only) | \$11,100,000 | 0% | \$0 | |
| 4 | Saltzman Rd | Laidlaw Rd to Thompson Rd | \$3,600,000 | 0% | \$0 | |
| | | Total | \$10,950,000 | 0% | \$0 | |

^{*} As of June 30, 2018. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} BSWTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

Bonny Slope West Project Costs

Bonny Slope West Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2018. It is the recommendation of this report to continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Project costs for Bonny Slope West roads should continue to be independently monitored. If the project costs increase faster in Bonny Slope West than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The Bonny Slope West Funding Plan assumed that development would occur in Bonny Slope West in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The Bonny Slope West Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2018 that is not included in this report. The ongoing rapid development of the Bonny Slope West Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the Bonny Slope West Funding Plan for Fiscal Year 2018-19.

This report provides three recommendations:

- 1. Continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope West Funding Plan.
- 2. Continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for Bonny Slope West roads, if the project costs increase faster in Bonny Slope West than the countywide TDT index, consider adjustments.
- 3. Update this review of the Bonny Slope West Funding Plan in Fiscal Year 2018-19.



Transportation Development Tax

Fiscal Year 2016-2017 Annual Report

July 1, 2016 through June 30, 2017

Washington County Department of Land Use & Transportation

December 2017

Board of County Commissioners

Andy Duyck, Chair

Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Andy Back, Manager, Planning and Development Services
Gary Stockhoff, County Engineer

Project Staff

Nancy Abdill, Senior Management Analyst
Joseph Hayes, GIS Analyst
Steve Kelley, Senior Planner
Julie Sosnovske, Transportation Planner
Juli Mills, Senior Management Analyst
Doria Mateja-Stellmacher, GIS Technician III
Marilyn Thamert, Senior Accounting Assistant

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2016-2017 ANNUAL REPORT

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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 charge 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) 2016-17 (July 1, 2016 through June 30, 2017) include the following:

- Washington County and the cities collected \$21.5 million in TDT cash proceeds, a 33 percent decrease from the previous fiscal year (\$31.9 million) which was the highest—ever, but showing consistent growth since TDT was adopted in 2009.
- The county and cities issued **TDT credits with a total value of \$5.6 million**, which is about 60 percent more than value of credits issued in FY 2015-16 (\$3.5 million).
- County and city TDT accounts collectively generated almost \$790,000 in interest and investment income.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as "total TDT activity," was approximately \$27.9 million, a 24 percent decrease from the previous fiscal year (\$36.8 million), which represented the highest-ever total since the Traffic Impact Fee (the predecessor of TDT) went countywide in 1990.
- The cities and unincorporated Washington County collectively invested about \$3.9 million in
 TDT funds for transportation capital projects. Hillsboro invested the most TDT funds, totaling
 almost \$2.2 million for improvements. Countywide, more than \$45 million in other revenue
 (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$750,000. These
 expenditures include bank charges for payments made by credit card, as well as staff time (in
 multiple jurisdictions) administering the TDT.
- TDT accounts across the county had a total balance of over \$103 million on June 30, 2017.

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 charge, known as the Traffic Impact Fee (TIF), passed 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. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge 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 pre-existing 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 2015-16 several developments used the change in use discount, including one in Beaverton, two in Tigard, four in Hillsboro and eight in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2016-17 was about \$383,000.

A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- 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.

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.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index

| Year | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|------------|
| Materials Component | | | | | | |
| National Highway CCI | 1.0728 | 1.1624 | 1.1029 | 1.112 | 1.1321 | 1.104 |
| % Annual Change | 1.04% | 5.00% | -2.09% | 0.79% | 1.84% | -1.35% |
| Ave 5-year Change | -4.54% | -2.81% | -3.40% | 0.27% | 1.28% | 0.57% |
| Labor Component | | | | | | |
| BLS Employment Cost Index | 116.4 | 117.6 | 118.6 | 120.7 | 123.4 | 124.9 |
| % Annual Change | 2.46% | 1.03% | 0.85% | 1.77% | 2.24% | 1.22% |
| Ave 5-year Change | 2.36% | 1.80% | 1.35% | 1.56% | 1.67% | 1.42% |
| Right-of-Way | | | | | | |
| Component | | | | | | |
| Ave Total Real Market Value | \$374,922 | \$365,516 | \$407,690 | \$453,046 | \$481,670 | \$ 530,246 |
| % Annual Change | -4.35% | -2.51% | 11.54% | 11.13% | 6.32% | 10.08% |
| Ave 5-year Change | 2.33% | -1.65% | -1.12% | 2.18% | 4.42% | 7.31% |
| Weighted Average Index | -1.113% | -1.195% | -1.516% | 1.038% | 2.028% | 2.174% |

<---->

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2017) was \$8,458, up from the \$8,278 charged between October 1, 2016 and June 30, 2017.

III. COUNTYWIDE FINANCIAL ANALYSIS

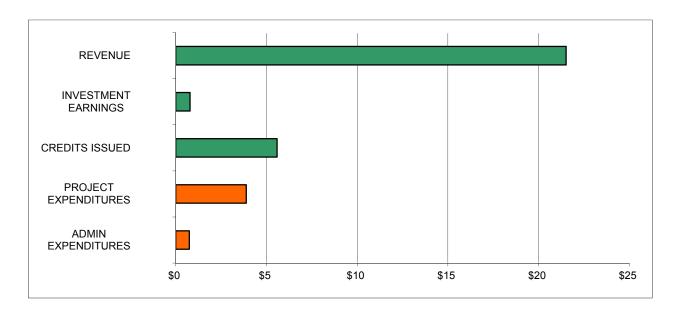
Countywide Total TDT Activity and Balance

In FY 2016-17, the county and cities collected \$21,515,870 in TDT revenue. While this represents a 33 percent decrease compared to the previous record-high fiscal year, it shows consistent growth since the program started in 2009. County and city TDT accounts earned interest amounting to \$787,807. Jurisdictions issued 26 different credits totaling \$5,585,376 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$27,889,053 countywide in FY 2016-17.

Expenditures on capital projects (which may include design), totaled \$3.9 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about \$750,000. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2017 were added together for all jurisdictions across the county, the total "account balance" would be \$103,310,544. 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 as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2016-17.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2016-17 (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 2016-17 should have been around \$36.9 million. Actual activity was \$27.9 million, less than that expectation. Total TDT activity in FY 2016-17 was down by about 33 percent compared to FY 2015-16 (a record year), but shows consistent growth since the program started in 2009.

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. During the 2016-17 fiscal year with the rates now fully phased in, the total TDT activity is approximately 24 percent less than expected TDT activity anticipated in 2008.

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

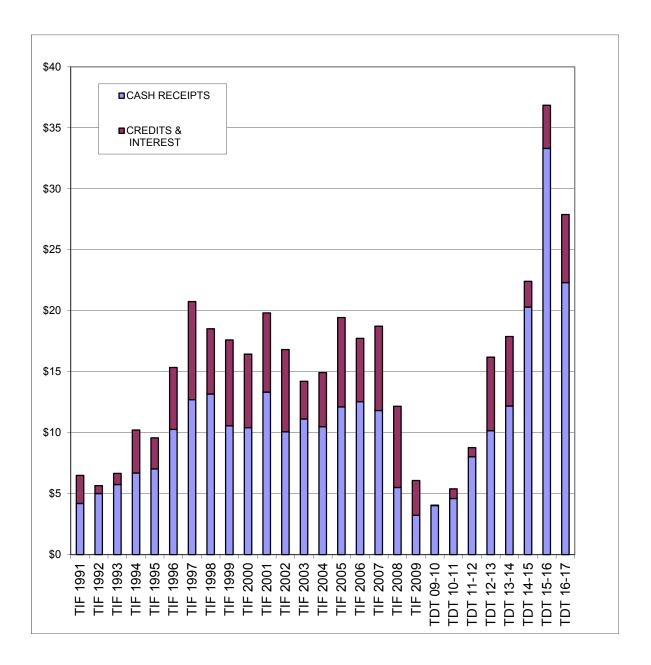
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Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2016-17 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2015-16 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 FY 2016-17 was still strong, is approximately 24 percent lower than the record set in FY 2015-16. Total TDT activity in each of the last three years has exceeded that of all pre-recession years.

FIGURE 3: ANNUAL PROGRAM COMPARISON

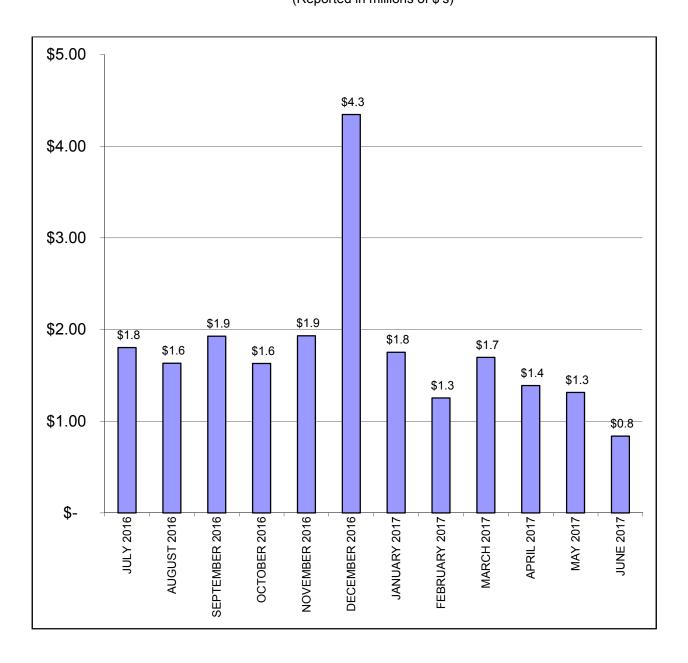
(Reported in millions of \$'s)



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 2016-17, the highest revenue month was December 2016, with \$4.3 million in cash receipts.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2016-17 (Reported in millions of \$'s)



Interest Earned

During FY 2016-17, the countywide TDT program collected \$787,807 in interest and investment earnings. 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.

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 2016-17, a total of 26 separate TDT credits were issued: nine in Hillsboro, three in Tigard, one in Beaverton and 13 in unincorporated Washington County. The 26 credits represent \$5,585,376 in eligible improvements to the transportation system. Developers used about \$6.8 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 2016-2017 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 2016-17, in order, were unincorporated Washington County (\$6.5 million, 30 percent of total), City of Hillsboro (\$5.1 million, 24 percent of total) and Tigard (\$4.2 million, 19 percent of total). If credits are included, Hillsboro had the most TDT activity, with \$8.5 million; followed by unincorporated Washington County with \$8.0 million and Tigard with \$4.8 million in total TDT activity.

In terms of expenditures, Hillsboro had the highest amount, with \$2.2 million for capital projects and administrative expenses; this was followed by unincorporated Washington County, with \$1.2 million in expenditures, and King City with \$496,032 in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2017 was highest in Washington County (\$41.7 million), followed by the City of Hillsboro (\$23.6 million) and Beaverton (\$10.3 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2016-17 (Rounded to nearest dollar)

| Jurisdiction | Balance as of 7/1/16 | Cash Receipts | Interest Earnings & Transfers | Credits Issued* | "Total Activity" | Project & Admin Expenses | Balance as of 6/30/17 |
|-------------------|----------------------|------------------|-------------------------------------|--------------------|---------------------|--------------------------------|-----------------------|
| Banks | \$ 11,563 | \$ 12,991 | \$ 136 | \$ - | \$ 13,127 | \$ - | \$ 24,690 |
| Beaverton | \$ 8,082,923 | \$ 2,428,808 | \$ 111,705 | \$ 81,614 | \$ 2,622,127 | \$ 343,096 | \$ 10,280,341 |
| Cornelius | \$ 223,418 | \$ - | \$ 2,358 | \$ - | \$ 2,358 | \$ - | \$ 225,776 |
| Durham | \$ 145 | \$ 8,278 | \$ 85 | \$ - | \$ 8,363 | \$ - | \$ 8,508 |
| Forest Grove | \$ 5,407,194 | \$ 920,307 | \$ 61,002 | \$ - | \$ 981,309 | \$ 15,195 | \$ 6,373,308 |
| Gaston | \$ 37,460 | \$ 21,608 | \$ 445 | \$ - | \$ 22,053 | \$ - | \$ 59,513 |
| Hillsboro | \$ 20,517,310 | \$ 5,132,070 | \$ 176,147 | \$ 3,408,169 | \$ 8,716,386 | \$ 2,203,901 | \$ 23,621,625 |
| King City | \$ 2,460,059 | \$ 239,402 | \$ 28,408 | \$ - | \$ 267,810 | \$ 496,032 | \$ 2,231,837 |
| North Plains | \$ 1,311,842 | \$ 928,060 | \$ 14,217 | \$ - | \$ 942,277 | \$ - | \$ 2,254,118 |
| Sherwood | \$ 2,085,122 | \$ 412,582 | \$ 24,376 | \$ - | \$ 436,958 | \$ 126,306 | \$ 2,395,774 |
| Tigard | \$ 3,392,307 | \$ 4,179,561 | \$ 5,147 | \$ 666,882 | \$ 4,851,590 | \$ 48,618 | \$ 7,528,397 |
| Tualatin | \$ 5,681,598 | \$ 699,033 | \$ 70,177 | \$ - | \$ 769,210 | \$ 158,719 | \$ 6,292,089 |
| Washington County | \$ 36,111,674 | \$ 6,533,170 | \$ 290,019 | \$ 1,428,711 | \$ 8,251,900 | \$ 1,247,635 | \$ 41,687,228 |
| Wilsonville | \$ 323,755 | \$ - | \$ 3,585 | \$ - | \$ 3,585 | \$ - | \$ 327,340 |
| Countywide Total | \$ 85,646,370 | \$ 21,515,870 | \$ 787,807 | \$ 5,585,376 | \$ 27,889,053 | \$ 4,639,503 | \$ 103,310,544 |

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2016-17

(Does not include credits, interest earnings or fund transfers)

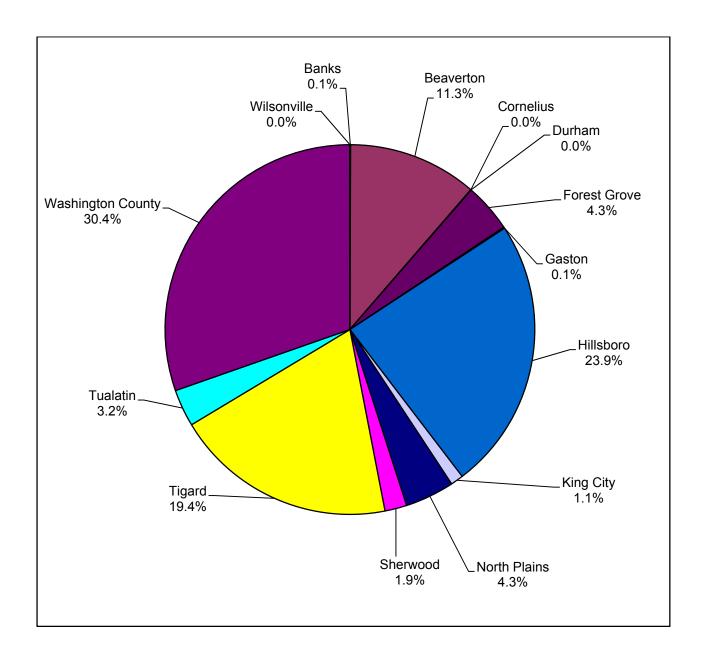
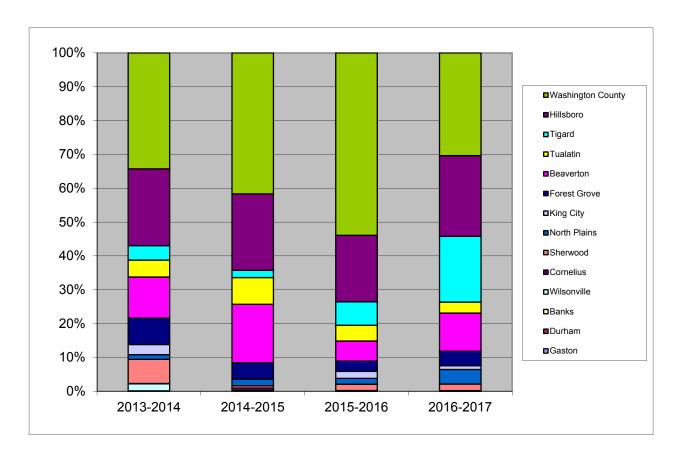


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2013-14 through FY 2016-17

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2016-17, eight cities and Washington County invested a combined total of \$3,888,046 in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below account for FY 2016-17 expenditures only.

- The City of Beaverton used about \$158,000 for realignment of the intersection at Cedar Hills
 Boulevard/Dawson Way and the Beaverton Creek shared use path between Cedar Hills Boulevard
 and Lombard Avenue.
- The City of Hillsboro invested about \$2.2 million for a number of projects, including widening of 231st
 Avenue at Cornell Road, Cornelius Pass Road, extensions of Century Boulevard and Cherry Drive,
 and a safety project at Bentley Street at Brookwood Avenue.
- The City of Tigard used about \$25,000 toward several smaller projects, including contributions toward signals at OR 99W/Gaarde/McDonald and on Upper Boones Ferry Road.
- The City of King City used about \$472,000 for Fischer Road improvements.
- The City of Tualatin used about \$159,000 for the Garden Corner Curves (105th/Blake/108th).
- Washington County used just over \$800,000 for the 185th Avenue/Springville Road and Cedar Hills Boulevard/US 26 intersections.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2016-17, jurisdictions invested almost \$46 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- Roadway Improvements: Farmington Road, Brookwood Parkway, Walker Road, Walnut Street, Cornelius Pass Road, 158th Avenue, 198th Avenue, Roy Rogers Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, West Union Road
- Roadway Extensions: Cherry Drive, Basalt Creek Parkway
- Intersection Improvements: David Hill Road/OR 47, 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Beaverton-Hillsdale/Oleson Road/Scholls Ferry Road, Century Boulevard/TV Highway, Elwert Road/Kruger Road, Westgate Drive/Cedar Hills Boulevard/Dawson Way, 231st Avenue/Cornell Road, Bentley Street/Brookwood Avenue
- Pedestrian Projects: Fischer Road, Springville Road crossing
- Bicycle/Pedestrian Projects: Jackson School Road
- Bridge Replacements: 227th Avenue over Rock Creek, Oleson Road over Fanno Creek

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 2016-17. In total, \$122.3 million has been invested in eligible road projects on the TDT Project List since 2009, including \$4.9 million in TDT funds and \$73.5 million in other funds. In addition, \$971,257 has been invested in eligible transit projects, including \$32,727 in TDT funds and \$938,530 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 2016-17, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover 23.72 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 over \$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 \$1,648 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 about 24% of the eligible motor vehicle costs and 15% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to 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 | \$2,746,670,154 | 1,666,558 | \$1,648 | \$391 | 23.72% |
| Transit Cost | \$508,221,079 | 1,666,558 | \$305 | \$45 | 14.76% |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | \$3 | 95.52% |
| Total | \$3,260,125,233 | | \$1,956 | \$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.

| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|-----------------|---|--------------------------------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 2000 | Beaverton | 114th/115th | MAX Light Rail | Beaverton- Hillsdale/ Griffith | Construct 2-lane multimodal | \$11,040,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Beaverton | 120th | Center | Canyon | Construct 2-lane multimodal | \$9,825,600 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Beaverton | 125th | Brockman | Hall | Extend 2-lane multimodal | \$15,345,600 | 2014-2024 | | | \$0 | \$143,127 | \$143,127 |
| 2003 | Beaverton | Allen | Hwy 217 | Western | Add turn lanes, signals, bike/ped | \$6,955,200 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2004 | Beaverton | Allen | Murray | Hwy 217 | Add turn lanes, bike lanes, sidewalks & signalize | \$45,926,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2005 | Beaverton | Farmington to n | Scholls Ferry; Ce orth of Walker; Ha Hills; Farmington: Murray | all: SB OR 217 | Adaptive signal systems | \$11,040,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2006 | Beaverton | Baltic | US26 WB | Barnes | Add NB aux lane; Add SB aux lane | \$570,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2007 | Beaverton | Barnes | 117th | Baltic | Bus pullouts, shelters, and transit amenities | \$700,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2008 | Beaverton | Barnes | 116th | | Construct traffic signal; Construct 2nd WB left turn lane | \$384,058 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2009 | Beaverton | Barnes | Cedar Hills | | Add 2nd EB to SB right turn lane | \$450,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2010 | Beaverton | Barnes | Cedar Hills | Valeria | Add WB aux lane; modify signals | \$1,250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2011 | Beaverton | Barnes | Station North/Holly | | Construct signal and interconnect; Add WB right turn lane | \$600,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2012 | Beaverton | Barnes | Station North/Holly | Lois | Add EB and WB aux lanes; Modify traffic signal and interconnect | \$1,900,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2015 | Beaverton | Barnes | OR 217 | Leahy | Interconnect traffic signals | \$175,824 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2017 | Beaverton | Barnes | Baltic | Monterey PI | Add WB aux lane; Modify traffic signals | \$600,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2018 | Beaverton | Barnes | Monterey | | Add EB left turn lane; Modify traffic signal | \$439,560 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |

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|---------------|--------------|-------------------------|--------------------------|---------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
| 2020 | Beaverton | Beaverton- Hillsdale | Western | | Turn lanes, signal improvements | \$2,064,480 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2022 | Beaverton | Canyon | 170th | OR 217 | Access management | \$1,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2023 | Beaverton | Canyon | Cedar Hills | | Turn lanes, signal improvements | \$6,922,080 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2025 | Beaverton | Cedar Hills | Barnes | US 26 WB | Add SB multi-use bike/ped facility | \$250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2027 | Beaverton | Cedar Hills | US 26 WB | US 26 EB | Construct sidewalks and bike lanes | \$670,000 | 2014-2024 | \$33,077 | \$0 | \$33,077 | \$0 | \$33,077 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2030 | Beaverton | Cedar Hills | Walker | | Add double left turn lanes on all approaches, add EB rt turn lane | \$3,545,614 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2031 | Beaverton | Cedar Hills | Walker | Farmington | Add turn lanes, bike lanes | \$20,976,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2032 | Beaverton | Cedar Hills | Jenkins | | Turn lanes, signal improvements | \$2,550,240 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2033 | Beaverton | Cedar Hills | Hall | | Add NB rt turn lane | \$728,640 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2034 | Beaverton | Cornell | 113th | | Add aux lanes at all intersection approaches; Modify traffic signal | \$700,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Beaverton | Cornell | 107th | | Construct traffic signal | \$360,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Beaverton | Crescent | Rose Biggi | Cedar Hills | Extend 2-lane multimodal | \$3,864,000 | 2014-2024 | | | \$0 | \$65,237 | \$65,237 |
| 2037 | Beaverton | Davies | Scholls Ferry | Barrows | Extend 2-lane multimodal | \$5,409,600 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2038 | Beaverton | Dawson/ Westgate | Rose Biggi | Hocken | Extend 2-lane multimodal | \$9,825,600 | 2014-2024 | \$124,986 | | \$345,123 | \$31,576 | \$376,699 |
| 2039 | Beaverton | Denney | Hall | Scholls Ferry | Add turn lanes, bike lanes & signalize | \$6,734,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2040 | Beaverton | Farmington | Cedar Hills | | Turn lanes, signal improvements | \$3,036,000 | 2025-2039 | | \$3,853,715 | \$0 | \$3,853,715 | \$3,853,715 |
| 2041 | Beaverton | Farmington | Lombard | | Add NB rt turn lane | \$1,689,120 | 2025-2039 | | \$2,144,067 | \$0 | \$2,144,067 | \$2,144,067 |
| | Beaverton | Hall extension | to Jenkins | | Construct 2 or 4 lane | \$15,897,600 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Beaverton | Hall | Hocken | Cedar Hills | Extend 2-lane multimodal | \$6,072,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Beaverton | Hall | Cedar Hills | Farmington | Add turn lanes, bike lanes | \$5,740,800 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2045 | Beaverton | Hall | Center | | Turn lanes, signal improvements | \$121,440 | 2025-2039 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|-------------------------------|------------------------|-----------------------|---|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 2046 | Beaverton | Hall | Allen | | Add EB&WB rt turn lanes, NB&SB double lefts | \$2,373,600 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2047 | Beaverton | Hall | Denney | | Turn lanes, signal improvements | \$850,080 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2048 | Beaverton | Hall | 500' south of Allen | 12th | Add turn lanes, bike lanes | \$6,734,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2049 | Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$18,878,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2050 | Beaverton | Millikan | Murray | | Rt turn lane for WB Millikan | \$607,200 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Beaverton | Millikan | 141st | Hocken | Add signal, turn lanes, bike & ped | \$2,870,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2052 | Beaverton | Millikan | Watson | 114th | Extend 2-lane multimodal | \$15,235,200 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2053 | Beaverton | Murray | Allen | | Turn lanes, signal improvements | \$1,578,720 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2054 | Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$1,280,640 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2055 | Beaverton | New street | Broadway | 115th | Construct 2-lane multimodal | \$4,968,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2056 | Beaverton | Nimbus | Denney | Hall | Extend 2-lane multimodal | \$17,001,600 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2057 | Beaverton | Rose Biggi/ Westgate | Hall | Crescent | Extend 2-lane multimoal | \$3,864,000 | 2014-2024 | | | \$0 | \$34,687 | \$34,687 |
| 2058 | Beaverton | Rose Biggi | TV Hwy | Broadway | Extend 2-lane multimodal | \$3,312,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2059 | Beaverton | Scholls Ferry | Allen | | Turn lanes, signal improvements | \$3,929,172 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2060 | Beaverton | Scholls Ferry | Nimbus | | Turn lanes, signal improvements | \$1,733,280 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2061 | Beaverton | Scholls Ferry | 125th | | Add SB rt turn lane | \$1,280,640 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2062 | Beaverton | Scholls Ferry | Davies | | Add NB rt turn lane, close east end of Scholls Ferry @Barrows | \$331,200 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2063 | Beaverton | Scholls Ferry | Barrows (west end) | | Add SB rt turn lane | \$331,200 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2064 | Beaverton | Sexton Mountain | 160th | 155th | Extend 2-lane multimodal | \$2,760,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2065 | Beaverton | Walker | 173rd | | Turn lanes, signal improvements | \$2,760,000 | 2025-2039 | | \$2,760,000 | \$0 | \$2,760,000 | \$2,760,000 |
| 2066 | Beaverton | Walker | 167th | | Signalize, add SB left turn lane | \$187,680 | 2025-2039 | | \$187,680 | \$0 | \$187,680 | \$187,680 |
| 2067 | Beaverton | Weir | 155th | 175th | Turn lanes, bike lanes, sidewalks | \$4,526,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2068 | Beaverton | 175th | UGB | Scholls Ferry | Widen to 5 lanes | \$6,345,000 | 2014-2024 | | \$566,512 | \$0 | \$566,512 | \$566,512 |
| 2069 | Beaverton | New East-West Collector | Tile Flat | Loon | New 3 lane collector | \$22,755,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2070 | Beaverton | New North- South Collector | UGB | Scholls Ferry | New 2 lane collector | \$11,020,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2071 | Beaverton | Scholls Ferry | Tile Flat | 175th / Roy Rogers | Widen to 5 lanes | \$8,165,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2072 | Beaverton | Scholls Ferry | Horizon/Teal | | New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection | \$500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2073 | Beaverton | Tile Flat | UGB | Scholls Ferry | Widen to 3 lanes | \$3,025,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Beaverton | TOTAL | | | | \$369,441,668 | | \$158,063 | \$9,511,974 | \$378,200 | \$9,786,601 | \$9,598,289 |
| 7000 | Cornelius | 10th | Adair/Main | Baseline | Add left & right turn lanes at couplet intersection approaches | \$1,320,000 | 2014-2024 | · | \$659,444 | \$0 | \$2,234,198 | \$2,234,198 |
| 7001 | Cornelius | 14th | Holladay | Dogwood | Add signals at TV Hwy and widen existing travel lanes | \$2,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 7002 | Cornelius | Baseline | 10th | 20th | Inteconnect signals and consolidate access points | \$540,000 | 2014-2024 | | | \$447,492 | \$8,200 | \$455,692 |

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| Project ID | Jurisdiction | Facility | From | To | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|------------------------------|---------------------------------|---------------------------|---|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$9,015,238 | \$9,015,238 |
| 7004 | Cornelius | Davis St Extension | 4th | 10th | New 2-lane collector | \$2,500,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 7006 | Cornelius | Holladay St Extension | Yew (Forest Grove) | 4th | New 2-lane collector | \$10,764,871 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7007 | Cornelius | Holladay St Extension | 10th | Gray | New 2-lane collector | \$1,300,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7008 | Cornelius | Holladay St Extension | Gray | 19th | New 2-lane collector | \$1,300,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$87,698 | \$87,698 |
| 7010 | Cornelius | TV Highway Corridor | 4th | 29th | Traffic signal system coordination | \$450,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Cornelius | TOTAL | | | | \$40,254,871 | | \$0 | \$659,444 | \$447,492 | \$11,345,335 | \$11,792,826 |
| 8000 | Durham | Upper Boones Ferry | At Tualatin River | | Add 2 through lanes (Durham share of cost only) | \$342,857 | 2014-2024 | | | \$11,000 | \$0 | \$11,000 |
| | Durham | TOTAL | | | | \$342,857 | | | | \$11,000 | \$0 | \$11,000 |
| 7500 | Forest Grove | 19th | Poplar | HWY 47 | Extend 2-lane collector | \$1,517,156 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7501 | Forest Grove | 23rd/24th | Hawthorne | Quince | Construct 2-lane collector | \$4,260,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 7504 | Forest Grove | OR 47 | Elm | | Construct improvements (e.g. traffic signal) | \$390,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7505 | Forest Grove | В | David Hill | Hartford | Extend 2-lane collector | \$6,068,623 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | David Hill | East terminus | OR 47 | Construct 3-lane arterial | \$1,361,000 | 2014-2024 | \$15,195 | \$7,203,716 | \$15,195 | \$8,268,024 | \$8,283,219 |
| | Forest Grove | E/Pacific/19th | E | 19th | Extend 2-lane couplet | \$4,940,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | Hawthorne | 26th | Willamina | Extend 2-lane collector | \$7,885,582 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | Heather | OR 47 | Mountain View | Extend 2-lane collector | \$1,730,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | Laurel | 26th | 22nd | Extend 2-lane collector | \$8,598,914 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7511 | Forest Grove | Main | David Hill | Hartford | Extend 2-lane collector | \$6,068,623 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7512 | Forest Grove | Oak | OR 47 | Pacific | Upgrade to 2-lane collector; add signal | \$4,650,591 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | Thatcher | Gales Creek | David Hill | Realign and signalize intersection; road improvements from Gales Creek to David Hill | \$10,907,405 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7514 | Forest Grove | TV Hwv | Quince | | Add turn lanes / signal | \$1,073,573 | 2014-2024 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------------|-------------------------|------------------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 7515 | Forest Grove | Willamina | Main | Sunset | Improve collector to city standards | \$2,059,722 | 2014-2025 | | | \$0 | \$4,423 | \$4,423 |
| | Forest Grove | TOTAL | | | | \$74,571,188 | | \$15,195 | \$7,203,716 | \$17,350 | \$8,535,040 | \$8,552,390 |
| 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 | | | \$0 | \$0 | \$0 |
| 3001 | Hillsboro | 13th/River | TV Hwy | | Add EB right turn lane and NB left turn lane | \$4,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 3003 | Hillsboro | 69th (Quatama) | 227th | Baseline | New 3 lane extension | \$4,943,785 | 2025-2039 | | \$45,178 | \$0 | \$45,178 | \$45,178 |
| 3004 | Hillsboro | 185th | Walker | | Intersection capacity and signal improvements | \$6,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3005 | Hillsboro | 194th Extension | Cornell | Amberwood Extension | New 3-lane collector, Remove segment Amberglen Pkwy | \$2,250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3006 | Hillsboro | 194th Extension | Stucki Extension | | Signalize or construct roundabout | \$1,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3007 | Hillsboro | 194th Extension | Stucki Extension | Wilkins | New 3-lane collector | \$3,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3008 | Hillsboro | 194th Extension | | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3009 | Hillsboro | 205th/John Olson | Wilkins | MAX Light Rail | Complete bike lanes | \$200,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3010 | Hillsboro | 209th | Blanton | | Signalize; turn lane improvements | \$671,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3011 | Hillsboro | 209th | Kinnaman | | Signalize; turn lane improvements | \$1,016,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3012 | Hillsboro | 209th | McInnis Lane | | Construct traffic signal or roundabout | \$1,574,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3013 | Hillsboro | 209th | Butternut Creek Pkwy | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3014 | Hillsboro | 209th | Deline | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3015 | Hillsboro | 209th | Vermont | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | 209th | Murphy Lane | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | 229th | TV Hwy | | Close south leg and modify signal | \$935,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | 229th | Alexander | Kinnaman | Widen to 3 lanes | \$4,126,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3019 | Hillsboro | 229th/Century | Kinnaman | | construct roundabout | \$1,027,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | 229th | Kinnaman | Rosedale | Widen to 3 lanes; Realign and construct Butternut Creek bridge | \$16,007,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | 229th | Vermont | | Construct roundabout | \$1,046,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3022 | Hillsboro | 231st | MAX Light Rail | Baseline | Widen to 3 lanes | \$6,800,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3023 | Hillsboro | 231st | Cornell | Campus Way | Widen to 5 lanes with multimodal improvements | \$170,000 | 2014-2024 | \$114,031 | | \$194,504 | \$0 | \$194,504 |
| 3024 | Hillsboro | 231st | Campus Way | Cherry | Construct southbound cycle track and west pedestrian improvements | \$60,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3025 | Hillsboro | 231st | MAX Light Rail | | Signal & pedestrian crossing improvements | \$225,000 | 2014-2024 | | | \$0 | \$0 | \$0 |

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| | Other Funding 2009- Total TDT other fund 2009-Pres \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 |
|--|--|
| een New 3-lane collector \$12,000,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 Signalize \$364,000 2025-2039 \$0 Intersection capacity and signal imples \$1,000,000 2014-2024 \$0 een New 3 lane collector \$14,000,000 2014-2024 \$893,409 \$893,409 Signalize \$364,000 2025-2039 \$0 \$0 Signalize \$364,000 2014-2024 \$0 n Cr Widen to 3 lane \$600,000 2025-2039 \$0 New 3 lane collector \$12,521,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$893,40 \$ |
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| Intersection capacity and signal implement \$1,000,000 2014-2024 \$893,409 \$893,409 | \$0 \$0 \$0 \$893,40 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 |
| een New 3 lane collector \$14,000,000 2014-2024 \$893,409 \$893,409 Signalize \$364,000 2025-2039 \$0 Signalize \$364,000 2014-2024 \$0 In Cr Widen to 3 lane \$600,000 2025-2039 \$0 New 3 lane collector \$12,521,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 signalize \$364,000 2014-2024 \$0 | \$0 \$893,40 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 |
| Signalize \$364,000 2025-2039 \$0 Signalize \$364,000 2014-2024 \$0 In Cr Widen to 3 lane \$600,000 2025-2039 \$0 New 3 lane collector \$12,521,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 sus Pass Extend 3 lane \$3,909,666 2014-2024 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 |
| Signalize \$364,000 2014-2024 \$0 In Cr Widen to 3 lane \$600,000 2025-2039 \$0 New 3 lane collector \$12,521,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 ius Pass Extend 3 lane \$3,909,666 2014-2024 \$0 | \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 |
| New 3 Iane | \$0 \$0 \$0 \$0 \$0 \$0 |
| New 3 lane collector \$12,521,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 ius Pass Extend 3 lane \$3,909,666 2014-2024 \$0 | \$0 \$0 \$0 \$0 |
| Signalize \$364,000 2014-2024 \$0 Signalize \$364,000 2014-2024 \$0 ius Pass Extend 3 lane \$3,909,666 2014-2024 \$0 | \$0 \$0 |
| Signalize \$364,000 2014-2024 \$0 ius Pass Extend 3 Iane \$3,909,666 2014-2024 \$0 | |
| ius Pass Extend 3 Iane \$3,909,666 2014-2024 \$0 | \$0 \$0 |
| | |
| | \$449,709 \$449,70 |
| Widen to 3 lane \$2,932,250 2014-2024 \$0 | \$0 \$0 |
| extension Extend 3 lanes \$1,400,000 2014-2024 \$0 | \$0 \$0 |
| Signalize \$364,000 2014-2024 \$0 | \$0 \$0 |
| Add east approach, Add EB Left turn lane and Signalize \$1,100,000 2025-2039 \$83,299 \$104,740 | \$0 \$104,74 |
| Signalize \$364,000 2014-2024 \$0 | \$0 \$0 |
| een Widen to 7 lanes, add turn lanes and aux lanes at Evergreen \$15,000,000 2014-2024 \$3,884,621 \$0 \$ | 15,992,114 \$15,992,1 |
| Add SB through lane, Add EB and WB 2nd Left Turn Lanes \$5,500,000 2014-2024 \$1,294,874 \$0 | 1,294,874 \$1,294,8 |
| rcle Construct new 2/3 lane collector \$1,700,000 2014-2024 \$171,955 \$315,339 | \$0 \$315,33 |
| New 3 lane and bridge over Rock Creek \$16,500,000 2014-2024 \$1,225,008 | \$0 \$1,225,00 |
| een Extend 3 lane, including Hwy 26 overcrossing \$21,000,000 2014-2024 \$39,662 | \$16,135 \$55,797 |
| Railroad crossing, Add FB right | \$169,715 \$169,71 |
| Signalize \$364,000 2025-2039 \$0 | \$0 \$0 |
| GB Construct multi-modal \$519,000 2025-2039 \$0 | \$0 \$0 |
| improvements \$519,000 2025-2039 \$0 | \$2,292 \$113,10 |
| improvements | 17,177,165 \$17,521,9 |
| Construct new 2/3 lane collector \$1,700,000 2014-2024 \$171,955 \$315,339 | |

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| Project ID | Jurisdiction | Facility | From | To | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|------------------------|------------------------|--------------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$0 | \$0 |
| 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 | \$174,387 |
| 3056 | Hillsboro | Cornelius Pass | Town Center X- ing | | Construct signalized Z-crossing | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Cornelius Pass | Alexander/ Blanton | | Signalize and add turn lanes | \$724,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3058 | Hillsboro | Cornelius Pass | Kinnaman | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3059 | Hillsboro | Cornelius Pass | McInnis Lane | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3060 | Hillsboro | Cornelius Pass | Butternut Creek | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3061 | Hillsboro | Cornelius Pass | Deline | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3062 | Hillsboro | Cornelius Pass | Vermont | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Cornelius Pass | Murphy Lane | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Cornelius Pass | Rosedale | | Construct roundabout | \$1,408,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Cornell | | Main | Widen 5 lane, Construct Intersection capacity/signal improvements | \$15,000,000 | 2025-2039 | | | \$0 | \$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 | | | \$0 | \$0 | \$0 |
| 3067 | Hillsboro | Cornell | Amberbrook | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3068 | Hillsboro | Cornell | 185th | | Add EB right turn lane and 3rd SB through lane | \$1,200,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3069 | Hillsboro | Davis Extn | River Rd | South CWS boundary | construct 2/3 lane collector, modify traffic signal | \$1,040,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3070 | Hillsboro | Edgeway (Salix Ext) | Holly | Walker | New 3 lane extension | \$4,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3071 | Hillsboro | Evergreen | Jackson School (south) | 15th | Widen to 5 lanes | \$6,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 3073 | Hillsboro | Evergreen | Imbrie | | Add second eastbound left turn lane | \$2,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | To | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------------|-------------------------------|----------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 3077 | Hillsboro | Grant | Cornell | | Add eastbound/westbound left turn lanes | \$1,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3078 | Hillsboro | Harewood | at Jackson School | | Add EB right turn lane | \$772,466 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3079 | Hillsboro | Huffman | West UGB | Brookwood | Construct 3-lane Collector, Widen to 5-lane at approaches to Brookwood | \$18,500,000 | 2014-2024 | \$429 | | \$429 | \$0 | \$429 |
| 3080 | Hillsboro | Imbrie | Evergreen | Cornelius Pass | Widen to accommodate second EB lane | \$2,500,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3081 | Hillsboro | Imlay | TV Hwy | | Signalize | \$273,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3082 | Hillsboro | Jackson School | Evergreen | Grant | Widen to 3 lanes | \$2,000,000 | 2014-2024 | \$491,441 | \$47,439 | \$491,441 | \$1,247,990 | \$1,739,431 |
| 3083 | Hillsboro | Jacobson | Century | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3084 | Hillsboro | Jacobson | Croeni | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3085 | Hillsboro | Kinnaman | 229th | 209th | New 3 lane collector | \$9,916,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3086 | Hillsboro | Kinnaman | West Neighborhood Route | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3087 | Hillsboro | Kinnaman | East Neighborhood Route | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3088 | Hillsboro | Main | 1st | | Add westbound right turn | \$250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Meek | West UGB | 253rd | Widen to 3 lanes | \$6,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | | River Rd | South UGB | Construct ped/bike improvements | \$2,250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Quatama | 227th | 205th | Widen to 3 lanes | \$8,210,299 | 2025-2039 | | \$67,766 | \$0 | \$131,391 | \$131,391 |
| | Hillsboro | River | Rood Bridge | | Add eastbound right turn lane | \$750,000 | 2025-2039 | | | \$0 | \$26,947 | \$26,947 |
| 3093 | Hillsboro | Rosedale | River Rd | | Construct roundabout | \$1,031,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Rosedale | River Rd | 229th | Widen 2-lane, add shoulder improvements | \$1,321,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Rosedale | 229th | | Add EB left turn lane | \$380,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Rosedale | 229th | 209th | Widen to 3 lanes | \$4,986,000 | 2025-2039 | | | \$0 | \$ 0 | \$0 |
| 3097 | Hillsboro | Rosedale | 209th | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 3099 | Hillsboro | Stucki Extension | Wilkins Extension | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3100 | Hillsboro | Stucki Extension | Wilkins | 205th/206th | New 3-lane collector with Multi- modal improvements | \$6,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------------|--------------------------|----------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 3101 | Hillsboro | Stucki extension | 205th/206th | | Signalize or construct roundabout | \$1,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3102 | Hillsboro | Vermont | 229th | 209th | New 3 lane collector | \$9,047,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3103 | Hillsboro | Wilkins | 194th extension | 185th | New 3 lane extension | \$16,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3104 | Hillsboro | Witch Hazel | River | | signalize | \$364,000 | 2025-2039 | | | \$0 | \$220,980 | \$220,980 |
| 3105 | Hillsboro | Hidden Creek | 49th | 53rd | New 3-lane collector | \$5,000,000 | 2014-2024 | \$13,223 | \$1,468 | \$13,223 | \$222,448 | \$235,671 |
| | Hillsboro | TOTAL | | | | \$424,420,466 | | \$2,198,603 | \$9,332,363 | \$3,739,561 | \$37,210,823 | \$40,950,384 |
| 9600 | North Plains | Commercial | 313th | Glencoe | Widen street, add parking, bike and pedestrian facilities | \$1,800,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 9601 | North Plains | Cottage | West of 324th | 321st | Construct new two-lane collector | \$800,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 9602 | North Plains | Main | Commercial | Pacific | Widen street, add parking, bike and pedestrian facilities | \$1,250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 9603 | North Plains | Pacific | Glencoe | | Add new signal | \$222,827 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | \$0 | \$32,144 |
| | North Plains | TOTAL | | | | \$5,255,327 | | \$0 | \$0 | \$32,144 | \$0 | \$32,144 |
| 4000 | Sherwood | OR 99W | Edy | Sunset | Install missing pedestrian crossings at existing signalized intersections. | \$7,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | \$57,757 | | \$57,757 | \$0 | \$57,757 |
| 4002 | Sherwood | Arrow | Langer Farms | Gerda | Construct new 2-lane road to collector standards | \$7,427,562 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 4003 | Sherwood | Arrow/ Galbreath | Gerda | Cipole | Construct 2-lane collector road | \$2,317,399 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 4004 | Sherwood | Baker | Sunset | UGB south | Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips. | \$779,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 4007 | Sherwood | Brookman | OR 99W | Ladd Hill | Add turn lanes and center median | \$13,440,917 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 4008 | Sherwood | Brookman | Middleton | | Traffic control improvements; add turn lane and relocate stop signage | \$187,500 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 4009 | Sherwood | Cedar Brook | Elwert | Handley | Construct 2-lane collector road | \$13,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 4010 | Sherwood | Edy | Borchers | | Improve 3-leg intersection, possible roundabout | \$2,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|-----------------------------------|--|------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$0 | \$0 |
| 4012 | Sherwood | Edy/Sherwood | Borchers | 3rd | Add turn lanes and center median | \$7,427,562 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | \$140,823 | \$0 | \$315,181 | \$315,181 |
| 4017 | Sherwood | Elwert | Edy | | Install single lane roundabout | \$1,500,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$109,757 | \$109,757 |
| 4023 | Sherwood | Oregon | Tonquin | | Construct roundabout north of Oregon St/Murdock Roundabout | \$2,940,000 | 2014-2024 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 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 | | | \$0 | \$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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 4027 | Sherwood | Sunset | Main | | Install Traffic Signal | \$250,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 4029 | Sherwood | Sunset | Timbrel | | Install single lane roundabout | \$300,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| | Sherwood | TOTAL | | | | \$150,459,299 | | \$57,757 | \$140,823 | \$57,757 | \$505,051 | \$562,809 |
| 5000 | Tigard | 68th | OR 99W | | Turn lanes | \$2,394,646 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5001 | Tigard | 68th | Atlanta | Haines | New signal system | \$173,805 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5002 | Tigard | 72nd | OR 99W | | Turn lanes | \$772,466 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5003 | Tigard | 72nd | OR 99W | Hunziker | Widen to 5 lanes | \$9,269,598 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5004 | Tigard | 72nd | Hampton | Hunziker | Add southbound right turn & protected left turn phasing | \$386,233 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5005 | Tigard | 72nd | OR 217 | | Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes | \$29,710,249 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tigard | 72nd | Hunziker | Bonita | Complete missing sidewalks and bike lanes | \$7,261,185 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tigard | 72nd | Bonita | <u> </u> | Intersection improvement | \$998,380 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tigard | 72nd | Bonita | Durham | Widen to 5 lanes | \$9,269,598 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5009 | Tigard | 72nd | Carman | | NB right turn lane | \$308,987 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tigard | 72nd | Upper Boones Ferry | | Intersection improvement & signal upgrade | \$1,368,928 | 2025-2039 | \$9,787 | | \$9,787 | \$0 | \$9,787 |
| | Tigard | OR 99W | Walnut | | Intersection improvements | \$4,220,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tigard | OR 99W | McDonald | Gaarde | WB right turn lane | \$10,033,784 | 2025-2039 | \$411 | \$21,024 | \$1,223,301 | \$2,120,880 | \$3,344,180 |
| | Tigard | OR 99W | Durham | ļ | Intersection improvements | \$9,860,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5014 | Tigard | 121st | North Dakota | | New signal system | \$231,740 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tigard | • | | | Widen to 3 lanes with sidewalks & | | 1 | | | | i e | |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---|-----------------------|-----------------|---|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 5016 | Tigard | 121st | Walnut | Quail Creek | Widen with sidewalks and bike lanes | \$4,325,812 | 2025-2039 | \$527 | \$0 | \$527 | \$0 | \$527 |
| 5017 | Tigard | Bonita | Hall | I-5 | Widen to 4 lanes | \$5,272,615 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5018 | Tigard | Bonita | Sequoia | | New traffic signal and turn lanes | \$1,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5019 | Tigard | Carman | I-5 | | Turn lanes | \$1,081,453 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5020 | Tigard | Dartmouth | OR 99W | | Right turn lane | \$308,987 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5021 | Tigard | Dartmouth | 72nd | 68th | Widen to 4 lanes | \$1,853,920 | 2014-2024 | | | \$873,376 | \$1,576,067 | \$2,449,443 |
| 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 | \$0 | \$117,775 |
| 5023 | Tigard | Greenburg | Olsen | Hall | 2nd NB lane | \$791,613 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5024 | Tigard | Greenburg | Shady | Tiedeman | Widen to 5 lanes | \$6,745,098 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5025 | Tigard | Greenburg | Tiedeman | | Expand intersection to 5 lanes & signal upgrade | \$2,670,311 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5026 | Tigard | Greenburg | Tiedeman | OR 99W | Widen to 5 lanes | \$9,269,598 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5027 | Tigard | Hall | Pfaffle | | New traffic signal and turn lanes | \$1,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5028 | Tigard | Hall | McDonald | Bonita | Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks | \$8,277,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5029 | Tigard | Highway 217 Overcrossing | Hunziker | Tigard Triangle | Construct new complete street overcrossing of Hwy 217 | \$24,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5030 | Tigard | Locust | Greenburg | Hall | Widen to 3 lanes | \$2,471,893 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5031 | Tigard | McDonald | Hall | | Right turn lane from Hall to McDonald & signal system upgrade | \$766,702 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5032 | Tigard | Nimbus | Scholls Ferry | | Right turn lane | \$1,776,673 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tigard | Nimbus extension | Scholls Ferry | Greenburg | 3-lane extension | \$23,173,994 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5034 | Tigard | Scoffins | Hunziker | Hall | Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal | \$3,862,332 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5035 | Tigard | Tiedeman / North Dakota | Tigard | Greenburg | Realign one or both streets so they intersect west of the railroad | \$6,675,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5036 | Tigard | Upper Boones Ferry | Durham | I-5 | Widen to 5 lanes | \$4,106,784 | 2014-2024 | | | \$17,752 | \$0 | \$17,752 |
| | Tigard | Walnut | 121st | Tiedeman | Widen to 3 lanes | \$4,325,812 | 2025-2039 | | \$3,952,608 | \$5,192 | \$7,538,110 | \$7,543,302 |
| 5038 | Tigard | Walnut | Tiedeman | OR 99W | Widen to 3 lanes | \$3,862,332 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5039 | Tigard | Walnut | OR 99W | | WB Right turn lane, protected left turn | \$1,776,673 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5040 | Tigard | Walnut extension | OR 99W | Scoffins | New 3-lane collector | \$29,353,726 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tigard | Washington Square Overcrossing (South) | Nimbus | (Locust St.) | 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes | \$39,781,536 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5042 | Tigard | Roy Rogers | Scholls Ferry | UGB | Widen to 5 lanes | \$29,156,000 | 2014-2024 | \$14,701 | \$1,159,522 | \$14,701 | \$1,159,522 | \$1,174,223 |
| | Tigard | TOTAL | | | | \$312,961,807 | | \$25,425 | \$5,133,154 | \$2,262,410 | | |
| 6000 | Tualatin | 65th | Nyberg Lane | I-205 | Multi-use path | \$8,023,973 | 2025-2039 | | | \$0 | \$0 | \$0 |

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|---------------|--------------|---------------------------------------|-------------------------|---------------------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 6001 | Tualatin | 95th | Tualatin- Sherwood | Avery | Bike lanes | \$2,920,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6002 | Tualatin | 105th/Blake/ 108th | Avery | Willow | Widen to 3 lanes, bike lanes & sidewalk | \$5,086,000 | 2014-2024 | \$158,719 | | \$158,719 | \$0 | \$158,719 |
| 6003 | Tualatin | 115th | Blake | 124th | New street - major collector | \$31,446,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$10,105 | \$10,105 |
| 6005 | Tualatin | Avery | Tualatin- Sherwood | Teton | Widen to 3 lanes | \$3,600,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6006 | Tualatin | Avery | 105th | | Signal - new | \$191,185 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6007 | Tualatin | Avery | Teton | | Signal - new | \$254,914 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6008 | Tualatin | Basalt Creek East-West Arterial | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5. | \$5,000,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 6009 | Tualatin | Blake | 124th | 115th | New street - minor collector | \$10,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6010 | Tualatin | Boones Ferry | Lower Boones Ferry | | Fill sidewalk gaps | \$10,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6011 | Tualatin | Boones Ferry | Lower Boones Ferry | Martinazzi | Widen to 5 lanes and bridge | \$12,265,084 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6012 | Tualatin | Boones Ferry | Tualatin- Sherwood | Ibach | Widen to 3 lanes | \$4,690,416 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6013 | Tualatin | Boones Ferry | Ibach | Norwood | Widen to 3 lanes | \$660,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6014 | Tualatin | Boones Ferry | Tualatin High School | South city limits | Fill sidewalk gaps | \$315,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6015 | Tualatin | Cipole | OR 99W | Tualatin- Sherwood | Add left turn lane & bike lanes | \$10,196,557 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6016 | Tualatin | Cipole | Cummins | | Signal - new | \$254,914 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6017 | Tualatin | Cipole | Herman | | Signal & realign railroad | \$2,294,225 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6018 | Tualatin | Grahams Ferry | lbach | Helenius | Widen to 3 lanes, fill sidewalk gaps | \$4,980,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | Grahams Ferry | Helenius | | Signal - new | \$191,185 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Hazelbrook | OR 99W | Jurgens | Widen to 3 lanes | \$3,543,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Helenius | 109th | | Widen to 3 lanes | \$1,403,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Herman | Cipole | Tualatin | Fill sidewalk & bike lane gaps | \$3,393,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | Herman | Cipole | 124th | Add left turn lane | \$1,563,472 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | Leveton | 108th | N | Signal - new | \$191,185 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Loop Road | Boones Ferry | Nyberg | New street - minor collector | \$4,248,566 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Martinazzi | Boones Ferry | Warm Springs | Bike lane | \$2,403,000 | 2014-2024 | | | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| 6027 | Tualatin | Martinazzi | Sagert | Laka Ozurza | Signal/roundabout - new | \$1,551,750 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | McEwan | 65th | Lake Oswego city limit | Widen to 3 lanes | \$3,908,680 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6029 | Tualatin | Myslony | 124th | 112th | Widen to 3 lanes, add bridge | \$14,030,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | Norwood | Boones Ferry | East city limits | Widen to 3 lanes, add sidewalks & bike lanes | \$3,129,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | Sagert | I-5 overpass | 72nd | Bike lanes & sidewalks | \$3,282,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | Sagert | 65th | | Signal - new | \$509,828 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6033 | Tualatin | Teton | Tualatin | | Signal - new | \$456,750 | 2014-2024 | | | \$0 | \$0 | \$0 |

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|---------------|--------------------|-----------------------|-----------------------|-----------------------|---|------------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 6034 | Tualatin | Teton | Herman | Tualatin- Sherwood | Widen to 3 lanes | \$2,464,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Teton | Tualatin- Sherwood | | Add SB right turn lane | \$890,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6036 | Tualatin | Tualatin | 115th | | Signal - new | \$456,750 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6037 | Tualatin | Tualatin- Sherwood | Boones Ferry | | Add EB right turn lane | \$792,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | Nyberg | I-5 | | Additional on-ramp lane from westbound Nyberg to northbound I-5 (NE quadrant of interchange) | \$792,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | TOTAL | | | | \$165,387,436 | | \$158,719 | \$0 | \$158,719 | \$10,105 | \$168,824 |
| 1000 | Wash Co | 80th | Oleson | Oak | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$11,700,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1001 | Wash Co | 92nd/Allen | Scholls Ferry | Garden Home | Widen to 3 lanes | \$3,325,673 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1002 | Wash Co | 113th | McDaniel | Rainmont | New 2-lane collector road | \$6,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1003 | Wash Co | 113th | Rainmont | Cornell | Sidewalk infill | \$5,670,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1004 | Wash Co | 119th | McDaniel | Cornell | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$10,800,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1005 | Wash Co | 160th | TV Hwy | Farmington | Widen to 3 lanes | \$15,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 1007 | Wash Co | 173rd | Bronson | Cornell | Extend 173rd Ave under or over US 26 connecting to 174th Ave | \$58,640,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | 174th | Meadowgrass | Bronson | Widen to 3 lanes | \$16,230,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | 175th | Rigert | Weir | Widen to 3 lanes | \$13,950,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1010 | Wash Co | 175th | Kemmer | | Intersection improvement | \$2,500,000 | 2014-2024 | | \$625,467 | \$0 | \$849,100 | \$849,100 |
| 1011 | Wash Co | 175th | Outlook | Horse Tale | Realign roadway, improve to standard | \$1,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | 185th | UGB | Springville | Widen to 3 lanes | \$5,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | 185th | Springville | West Union | Widen to 5 lanes | \$4,948,515 | 2014-2024 | | | \$0 | \$5,985,834 | \$5,985,834 |
| | Wash Co | 185th | Blanton | Farmington | Widen to 5 lanes | \$12,163,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co Wash Co | 185th 197th/198th | Farmington Baseline | Bany Alexander | Widen to 3 lanes Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset | \$14,522,370 \$16,200,000 | 2025-2039 | | | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| 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 | | \$318,945 | \$0 | \$318,945 | \$318,945 |
| 1018 | Wash Co | 198th | Blanton | Farmington | Widen to 3 lanes | \$27,900,000 | 2014-2024 | | \$956,836 | \$0 | \$1,566,186 | \$1,566,186 |
| | Wash Co | 205th/206th | Quatama | Baseline | Widen to 5 lanes; replace bridge over Beaverton Creek | \$31,000,000 | 2025-2039 | | - | \$0 | \$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 | | \$210,367 | \$0 | \$2,158,205 | \$2,158,205 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------------------------------|---------------------------|---------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$0 | \$0 |
| 1022 | Wash Co | Barnes | 119th | Cedar Hills | Widen to 5 lanes | \$3,072,464 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1023 | Wash Co | Barnes | Catlin Gabel entrance | Miller | Widen to 5 lanes | \$15,824,176 | 2014-2024 | | \$106,170 | \$0 | \$106,170 | \$106,170 |
| 1024 | Wash Co | Barnes | Miller | County line | Widen to 3 lanes | \$8,800,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1025 | Wash Co | Basalt Creek East-West Arterial | Grahams Ferry | Boones Ferry | Construct new 4/5-lane arterial | \$30,000,000 | 2025-2039 | | | \$0 | \$10,105 | \$10,105 |
| 1026 | Wash Co | Beef Bend | 150th | 131st | Widen to 3 lanes | \$15,000,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1027 | Wash Co | Bull Mountain | Roy Rogers | OR 99W | Widen to 3 lanes | \$28,697,248 | 2040+ | | | \$0 | \$236 | \$236 |
| 1028 | Wash Co | Butner | Murray | Cedar Hills | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$11,457,223 | 2040+ | | \$62,874 | \$0 | \$62,874 | \$62,874 |
| 1029 | Wash Co | Clutter/Ridder | Grahams Ferry | Garden Acres | Widen to 3 lanes | \$840,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Cornelius Pass | Frances | TV Highway | Widen to 5 lanes | \$11,307,000 | 2014-2024 | | \$259,116 | \$528 | \$388,571 | \$389,098 |
| 1031 | Wash Co | Cornell | US 26 | Murray | Widen to 5 lanes | \$40,620,000 | 2025-2039 | | | \$0 | \$1,210,641 | \$1,210,641 |
| 1032 | Wash Co | Cornell | 143rd / Science Park | | Reconfigure intersection | \$12,400,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1033 | Wash Co | Cornell | 102nd | County line | Widen to 3 lanes | \$18,000,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1034 | Wash Co | Elligsen | Wilsonville city limit | 65th | Widen to 3 lanes, add turn pockets & signal at 65th | \$3,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Evergreen | East of 25th | West of 253rd | Multi-modal improvements | \$1,800,000 | 2008-2017 | | | \$0 | \$679 | \$679 |
| | Wash Co | Farmington | 209th | 185th | Widen to 5 lanes | \$35,853,659 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1037 | Wash Co | Farmington | 185th | Kinnaman | Widen to 5 lanes | \$26,944,468 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1038 | Wash Co | Fischer | 131st | OR 99W | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$4,122,000 | 2025-2039 | \$472,032 | \$1,345,301 | \$472,032 | \$1,740,738 | \$2,212,770 |
| 1039 | Wash Co | Garden Home | 92nd | Oleson | Widen to 3 lanes | \$9,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1040 | Wash Co | Germantown | Cornelius Pass | | Intersection improvement | \$3,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Germantown | 185th | | Intersection improvement | \$3,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1042 | Wash Co | Glencoe/1st | Harewood | Jackson | Widen to 3 lanes | \$10,700,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1043 | Wash Co | Grahams Ferry | Helenius | Clay | Widen to 3 lanes; add signal and improve geometry at Tonquin Rd | \$11,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 1045 | Wash Co | Greenburg | Hall | Locust | Widen to 5 lanes | \$21,445,518 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Hall | Scholls Ferry | Oleson | Widen to 5 lanes | \$2,401,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1047 | Wash Co | Hall | Oleson | OR 99W | Widen to 3 lanes | \$13,164,474 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Hall | OR 99W | Durham | Widen to 5 lanes | \$39,022,727 | 2025-2039 | - | · | \$0 | \$0 | \$0 |
| | Wash Co | Jenkins | 158th | Murray | Widen to 5 lanes Add sidewalks and bike lanes; add | \$12,253,028 | 2014-2024 | | \$645,539 | \$0 | \$1,693,321 | \$1,693,321 |
| 1050 | Wash Co | Johnson | Cornelius Pass | 185th | turn lanes at appropriate intersections | \$21,899,700 | 2025-2039 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project Add sidewalks and bike lanes; add | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------------|----------------------|-------------------------|-----------------------|---|------------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 1051 | Wash Co | Johnson | 185th | 170th | turn lanes at appropriate intersections; complete missing section over drainage | \$13,325,650 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1052 | Wash Co | Kaiser/143rd | Bethany | Cornell | Widen to 3 lanes | \$38,357,000 | 2025-2039 | | | \$0 | \$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 | | | \$0 | \$0 | \$0 |
| 1054 | Wash Co | Kinnaman | 198th | | Realign offset intersection, signalize or add roundabout | \$4,971,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1055 | Wash Co | Laidlaw | Skycrest | Lakeview | Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$9,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1056 | Wash Co | Laidlaw | Saltzman | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$19,800,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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+ | | | \$0 | \$0 | \$0 |
| 1058 | Wash Co | McDaniel | 119th | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$18,900,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1059 | Wash Co | Merlo | 170th | MAX Light Rail | Widen to 5 lanes | \$ 16,635,000 | 2014-2024 | | | \$0 | \$1,292,697 | \$1,292,697 |
| 1060 | Wash Co | Miller Hill | Farmington | Gassner | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$8,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | \$708,958 | \$0 | \$4,608,174 | \$4,608,174 |
| 1062 | Wash Co | River | Farmington | | Intersection improvement | \$3,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1063 | Wash Co | Saltzman | Laidlaw | Bayonne | Realign 2/3-lane collector road, including bridge over Bronson Creek | \$11,100,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1064 | Wash Co | Saltzman | Bayonne | Bauer Woods | Widen to 3 lanes | \$8,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1065 | Wash Co | Scholls Ferry | Beaverton- Hillsdale | Allen | Widen to 3 lanes | \$22,587,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Scholls Ferry | Hall | | Intersection capacity and signal improvements | \$2,549,139 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1067 | Wash Co | Scholls Ferry | OR 217 | 121st | Widen to 7 lanes | \$18,745,186 | 2040+ | | | \$0 | \$1,644,864 | \$1,644,864 |
| | Wash Co | Scholls Ferry | Murray | | Intersection capacity and signal improvements | \$1,390,440 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Springville | 185th | PCC entrance | Widen to 5 lanes | \$11,100,000 | 2014-2024 | \$769,525 | \$2,444,203 | \$1,219,001 | \$3,675,067 | \$4,894,068 |
| | Wash Co | Springville | PCC entrance | Kaiser | Widen to 3 lanes | \$3,600,000 | 2014-2024 | | \$132,734 | \$0 | \$132,734 | \$132,734 |
| | Wash Co | Taylors Ferry | Oleson | Washington | New 2/3-lane road | \$4,390,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co Wash Co | Thompson Tonquin | Saltzman 124th | Grahams Ferry | Widen to 3 lanes Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd | \$37,000,000 \$10,500,000 | 2040+ | | | \$0 \$0 | \$0 \$618 | \$0 \$618 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|-----------------------|---------------------------------------|------------------------|---|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 1074 | Wash Co | Tualatin- Sherwood | Langer Farms | Teton | Widen to 5 lanes | \$49,150,000 | 2014-2024 | | | \$0 | \$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 | | | \$0 | \$0 | \$0 |
| 1076 | Wash Co | Walker | 194th extension | 185th | Widen to 5 lanes, right-of-way for turn/auxiliary lanes | \$20,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1077 | Wash Co | Walker | 185th | 173rd | Widen to 5 lanes | \$9,277,449 | 2014-2024 | | \$199,479 | \$0 | \$199,479 | \$199,479 |
| 1078 | Wash Co | Walker | 158th | | Intersection capacity and signal improvements | \$2,549,139 | 2014-2024 | | \$378,146 | \$0 | \$378,146 | \$378,146 |
| 1079 | Wash Co | Walker | Murray | OR 217 | Widen to 5 lanes | \$29,758,929 | 2014-2024 | | \$1,317,968 | \$0 | \$4,679,909 | \$4,679,909 |
| 1080 | Wash Co | West Union | Cornelius Pass | 185th | Widen to 5 lanes | \$26,192,000 | 2014-2024 | | \$64,323 | \$0 | \$64,323 | \$64,323 |
| 1081 | Wash Co | West Union | 185th | 143rd | Widen to 3 lanes | \$34,870,000 | 2025-2039 | | | \$0 | \$15,244 | \$15,244 |
| 1082 | Wash Co | 158th | Walker | MAX Light Rail | Widen to 5 lanes | \$8,100,000 | 2014-2024 | | \$2,368,120 | \$0 | \$2,368,120 | \$2,368,120 |
| 1083 | Wash Co | Murray | Walker | | Additional turn lanes and auxiliary lanes | \$15,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1084 | Wash Co | Thompson | Circle A | Saltzman | Realign 3-lane arterial | \$6,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1085 | Wash Co | Walker | 158th | Murray | Widen to 5 lanes | \$7,140,000 | 2014-2024 | | \$1,574,857 | \$0 | \$1,574,857 | \$1,574,857 |
| | Wash Co | TOTAL | | | | \$1,296,940,052 | | \$1,241,557 | \$13,719,403 | \$1,691,560 | \$39,395,232 | \$37,143,815 |
| 8600 | Wilsonville | Boones Ferry | Basalt Creek East-West Arterial | Day | Widen to 5 lanes | \$1,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 8601 | Wilsonville | Day | Grahams Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$4,640,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 8602 | Wilsonville | Day | Kinsman | - | Construct left turn pocket & signal | \$880,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 8603 | Wilsonville | Day | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5 | \$5,000,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 8604 | Wilsonville | Elligsen | Parkway Center | Wilsonville city limit | Widen to 3 lanes | \$1,800,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 8605 | Wilsonville | Grahams Ferry | Clay | Calahin | Widen to 3 lanes, add double southbound left turn lane at Day | \$4,260,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Wilsonville | Kinsman | Day | Ridder | Construct 3-lane road | \$10,400,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 8607 | Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$850,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Wilsonville | TOTAL | | | | \$28,930,000 | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | TOTAL | | | | | \$2,868,964,972 | | \$2.0EE 240 | ¢45 700 076 | ¢4 040 074 | ¢72 404 000 | \$122,295,247 |

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| Project ID | Project Name and Bus Stop I | 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 | Amount (Total Non- Federal/State Cost within Wash. Co. Future Capacity Related) | Estimated Project Completion Timeframe | FY 16-17 TDT | FY 16-17 Other Funding | TDT 2009- Present | Other Funding 2009-Present | Total TDT and other funding 2009-Present |
|------------|--|--|------------------------|------------------------------------|-------------------------------------|----------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|-------------------------------|--|
| Dus Line | 185th / | Shelter and stop improvements to | | 1 | 1 | ı | 1 | 1 | | 1 | ı | 1 | | 1 | 1 | | |
| 100 | Farmington Bus Line Upgrades | 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 106 | Pacific Hwy Near Term Improvements | other improvements leading up to SW Corridor HCT | \$400,000 | 0% | \$400,000 | 100% | \$400,000 | 100% | \$400,000 | 58% | \$230,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| Subtotal | | | \$20,082,000 | | \$19,382,000 | | \$19,382,000 | | \$19,382,000 | | \$11,164,032 | | | | \$0 | \$0 | \$0 |
| Transit Pr | iority Treatmen | nts | | | | | | | | | | • | - | | - | | |
| | 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 | | | \$0 | \$0 | \$0 |
| Subtotal | | | \$2,750,000 | | \$2,750,000 | | \$2,750,000 | | \$2,750,000 | | \$1,584,000 | | | | \$0 | \$0 | \$0 |
| Park & Ric | des / Transit Co | enters | | | | | | | | | | | | | | | |
| | 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 | | | \$0 | \$0 | \$0 |
| Subtotal | | | \$15,000,000 | | \$15,000,000 | | \$15,000,000 | | \$15,000,000 | | \$8,640,000 | | | | \$0 | \$0 | \$0 |
| Pedestria | n/Bicycle Acce | ss to Transit | | | | | | | | | | | | | | | |
| | 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | \$32,727 | | \$32,727 | \$0 | \$32,727 |
| 403 | TV Hwy Access | Enhanced bikeway facilities, sidewalks, | \$11,667,500 | 0% | \$11,667,500 | 100% | \$11,667,500 | 90% | \$10,500,750 | 100% | \$10,500,750 | 2014-2024 | | | r.c | r.o | 60 |
| 404 | to Transit Washington Square Overcrossing (North) | pedestrian crossings, multi-use trail 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 | | | \$0 \$0 | \$0 \$0 | \$0 \$0 |
| | 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 | | | \$0 | \$0 | \$0 |
| | | | | | | | | | | | | | | | | | |

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| Page 1 Pa | | | | | | | | | | | | | | | | | | |
|--|------------|-------------------------------------|---|-----------------|---------------|-----------------|------|------------------------------|------------|--|--------|---|-----------------------|----------|-------|----------|-----------|-------------|
| 460 Biol. 8. A Stock Senting a high captor lyman for refound in St. 1000.000 976 \$1.000.000 100% \$1.000.000 100% \$1.000.000 100% \$1.000.000 2014-2024 100% 100% \$1.000.000 2014-2024 100% 1 | Project ID | Project Name | , , | | Federal/State | Federal/State | | Federal/State Cost within | Capacity % | Federal/State Cost within Wash. Co. Capacity | Growth | Federal/State Cost within Wash. Co. Future Capacity | Project Completion | | Other | | | |
| ## Off There is a previous to representation to support access to any previous service in the Property Colors (Included Service) and the Property Colors (| 406 | Bike & Rides | parking at high capcity transit or frequent | \$1,000,000 | 0% | \$1,000,000 | 100% | \$1,000,000 | 100% | \$1,000,000 | 100% | \$1,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| State Part | 407 | Transit | improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike | \$3,500,000 | 20% | \$2,800,000 | 100% | \$2,800,000 | 90% | \$2,520,000 | 100% | \$2,520,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| Metic Base Sometimes Service of the service of the | Subtotal | | | \$81,521,036 | | \$80,821,036 | | \$80,821,036 | | \$72,654,432 | | \$72,654,432 | | \$32,727 | \$ - | \$32,727 | \$0 | \$32,727 |
| Some content peace Security Processed Security | Transit Sy | stem Requiren | nents | | | | | | | | | | | | | | | |
| Second Continue | 500 | Operating Base | Washington County requires additional capacity at bus storage and | \$1,001,000 | 0% | \$1,001,000 | 100% | \$1,001,000 | 100% | \$1,001,000 | 58% | \$576,576 | 2014-2024 | | | \$0 | \$0 | \$0 |
| Supportive Capital Improvements to algority Capital Improvements to algority Capital Improvements to algority Capital Improvements Capital Improveme | 501 | | maintanance facility for increased | \$4,000,000 | 0% | \$4,000,000 | 100% | \$4,000,000 | 100% | \$4,000,000 | 58% | \$2,304,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| Subtotial Supplementaries Substitution Subs | 502 | Supportive Capital | operation and maintenance of electric | \$10,000,000 | 50% | \$5,000,000 | 32% | \$1,600,000 | 50% | \$800,000 | 58% | \$460,800 | 2025-2039 | | | \$0 | \$0 | \$0 |
| High Capacity Transit (HCT) Anther Gien For Ordinary would be a streeted and option of the control of the con | 503 | Transit | 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 | | | | | |
| Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar food of complex of the control of the con | | | | \$19,831,000 | | \$14,831,000 | | \$11,431,000 | | \$10,631,000 | | \$8,171,376 | | | | \$0 | \$0 | \$0 |
| Arriber Clen Streetcar loop Concluditor of Red Concluditor of Re | High Capa | acity Transit (H | | | | | | | | | | | | | | | | |
| Red Line for all upgrade signals to allow for the Red Line MX to be extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Complex/Hillsboro Airport MAX to the extended to the Fair Comp | 600 | Streetcar loop circulator or Red | 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 | \$150,000,000 | 50% | \$75,000,000 | 100% | \$75,000,000 | 100% | \$75,000,000 | 100% | \$75,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| Corridor HCT high-capacity transit. \$1,075,000,000 50% \$352,500,000 100% \$322,500,000 50% \$163,700,000 2014-2024 \$0 \$939,530 \$930,530 \$930 | 601 | Complex/ | upgrade signals to allow for the Red Line MAX to be extended to the Fair | \$6,000,000 | 50% | \$3,000,000 | 100% | \$3,000,000 | 100% | \$3,000,000 | 58% | \$1,728,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| Sunset Highway HCT | 602 | | | \$1,075,000,000 | 50% | \$537,500,000 | 60% | \$322,500,000 | 100% | \$322,500,000 | 58% | \$185,760,000 | 2014-2024 | | | \$0 | \$938,530 | \$938,530 |
| Grove, Cornelius, Hillsboro, Aloha- Reedwille and Beaverton Transit Center via the TV Highway corridor. Hillsboro- Beaverton segment includes westbound Business Access & Transit Lane, eastbound Business Access & Transit Lane, eastbound Business Access & Transit Lane, eastbound Business Access & Transit Lane, eastbound Business Access & Transit Lane, eastbound Business Access & Transit Lane, eastbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy. Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed. Subtotal | 603 | Sunset Highway | 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 | | | \$0 | \$0 | \$ 0 |
| Capital improvements to allow future Service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed. \$1,781,000,000 \$890,500,000 \$800,500,000 \$650,500,000 \$650,500,000 \$406,488,000 \$0 \$938,530 | 604 | | 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 | \$150,000,000 | 50% | \$75,000,000 | 100% | \$75,000,000 | 100% | \$75,000,000 | 58% | \$43,200,000 | 2014-2024 | | | \$0 | \$0 | \$ 0 |
| Subtotal \$1,781,000,000 \$890,500,000 \$650,500,000 \$406,488,000 \$0 \$938,530 \$938,530 | 605 | | Capital improvements to allow future service upgrades including double- tracking (for improved frequency and span of service.) Detailed project | \$250,000,000 | 50% | \$125,000,000 | 80% | \$100,000,000 | 100% | \$100,000,000 | 58% | \$57,600,000 | 2025-2039 | | | \$0 | | \$0 |
| | Subtotal | | | \$1,781,000,000 | | \$890,500,000 | | \$650.500,000 | 1 | \$650,500,000 | | \$406,488,000 | | | 1 | | | \$938,530 |
| | | | | | | \$1,023,284,036 | | | | | | | | \$32,727 | \$0 | \$32,727 | \$938,530 | \$971,257 |

TDT FY 2016-17 Annual Report

Appendix C: North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

- 1) Assess the overall Funding Plan and provide an update to the 5-year review conducted last year and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2016-17.

Overview of Recommendations

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2017-18.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

| Funding Program | Expected Revenue |
|---|------------------|
| Major Streets Transportation Improvement Program (MSTIP) | \$10,000,000 |
| Transportation Development Tax (TDT) | \$21,778,574 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 |
| North Bethany Transportation System Development Charge (NBTSDC) | \$22,466,756 |
| Pre-Existing Trust & Agency | \$1,400,000 |
| TOTAL | \$69,000,000 |

Together these funding sources would provide a total of \$69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

| Project | | | Project | Total Cost |
|---------|-----------------------------------|----------------------------|------------------|-------------------|
| Number | Road | Extent | Description | Estimate |
| 1 | Shackelford Rd | West Boundary to Joss | New Collector Rd | \$9,300,000 |
| 2 | Shackelford Rd | Joss to Kaiser | New Collector Rd | \$8,800,000 |
| 3 | Springville Rd | 185 th to Joss | Improvements | \$11,100,000 |
| 4 | Springville Rd | Joss to Kaiser | Improvements | \$3,600,000 |
| 5 | Springville Rd | Kaiser to Countyline | Improvements | \$0* |
| 6 | Kaiser Rd | Shackelford to Springville | Improvements | \$7,800,000 |
| 7 | 185th Ave | Springville to West Union | Improvements | \$4,500,000 |
| 8 | Shackelford | Kaiser to Countyline | Improvements | \$0* |
| 9 | Shackelford Rd | ½ Bridge over Rock Creek | Bridge | \$7,300,000 |
| 10 | 185 th and Springville | Realignment | Improvements | \$900,000 |
| 11 | Kaiser Rd | Springville to Bethany | Improvements | \$6,100,000 |
| 12 | Brugger Rd | Joss to Kaiser | Improvements | \$3,200,000 |
| 13 | Joss Rd | Shackelford to Arbor | Improvements | \$4,100,000 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | Improvements | \$2,300,000 |
| | | | Total | \$69,000,000 |

^{*} Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. North Bethany and the Major Streets Transportation Improvement Program (MSTIP)

On June 23, 2015 the Board of County Commissioners approved the high-growth transportation funding program. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

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

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the \$140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, NBSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel" – trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets
 Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds
 will allow improvements to be made proactively before the deficient roadways become
 problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of \$35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance (\$7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union (\$4,000,000 in MSTIP funding)

While the total of \$11.83M in MSTIP is more than the initial \$10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at: http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

| Projected Number | | | Total Revenue |
|------------------------|----------|------------------------|--------------------------|
| Land Use Category | of Units | 2012 Rate ¹ | Anticipated ² |
| Single Family Detached | 1,437 | \$8,225 | \$11,819,325 |
| Single Family Attached | 1,534 | \$4,919 | \$7,545,746 |
| Multi-Family | 1,218 | \$5,381 | \$6,554,058 |
| Non-Residential | varies | varies | \$3,118,969 |
| Total ² | | | \$29,038,098 |

¹⁾ The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.

The North Bethany Funding Plan allocated **75%** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: **\$21,778,574**. Table 4 shows the estimated TDT revenue from North Bethany and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

| 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 | | | | |
|---|--------------|----------------|--|--|
| | Estimated | | | |
| Fiscal Year | TDT Revenue* | 75% Allocation | | |
| FY 14-15 | \$1,141,678 | \$856,258 | | |
| FY 15-16 | \$2,614,654 | \$1,960,990 | | |
| FY 16-17 | \$2,006,493 | \$1,504,870 | | |
| Total | \$5,762,825 | \$4,322,118 | | |

^{*} Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

Three TDT Credits have been issued in North Bethany for a total of \$365,845.

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in \$3,956,273 in estimated TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

3. North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of \$1.25 per/\$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

| Fiscal Year | Total Assessed Valuation | Service District Revenue | Running Total |
|-------------|--------------------------|--------------------------|---------------|
| FY 11-12 | \$26,240,000 | \$47,519 | \$47,519 |
| FY 12-13 | \$26,270,000 | \$31,849 | \$79,368 |
| FY 13-14 | \$28,180,000 | \$35,728 | \$115,096 |
| FY 14-15 | \$43,790,000 | \$73,029 | \$188,125 |
| FY 15-16 | \$80,730,000 | \$101,655 | \$289,780 |
| FY 16-17 | \$200,830,000 | \$251,373 | \$541,153 |

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan to MSTIP

As an example, one project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the County Service District to the MSTIP program. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

4. North Bethany Transportation System Development Charge

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.

Revenue

Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2016 through June 2017 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 6: Revenue | Receipts by Month |
|------------------|-------------------|
| | |

| Month | Revenue Payment | Interest Earned |
|----------------|--------------------|------------------|
| July 2016 | \$ 61,130.00 | \$ (2,990.89) |
| August 2016 | \$ 82,700.45 | \$ 1,005.71 |
| September 2016 | \$ 86,619.40 | \$ 610.35 |
| October 2016 | \$ 55,141.00 | \$ 717.60 |
| November 2016 | \$ 80,709.00 | \$ 731.55 |
| December 2016 | \$ 52,604.98 | \$ 867.91 |
| January 2017 | \$ 225,185.00 | \$ 1,052.51 |
| February 2017 | \$ 166,722.00 | \$ 1,203.42 |
| March 2017 | \$ 43,411.00 | \$ 1,454.75 |
| April 2017 | \$ 49,997.06 | \$ 1,528.21 |
| May 2017 | \$ 73,827.00 | \$ 1,601.68 |
| June 2017 | \$ 534,279.00 * | \$ 2,027.94 |
| Total | \$ 1,512,325.89 | \$ 9,810.74 |

^{*} Includes \$476,400 transfer from TDT fund for NBTSDC charges going back as far as 2014.

Figure 1 displays the revenue receipts and interest earned by month.

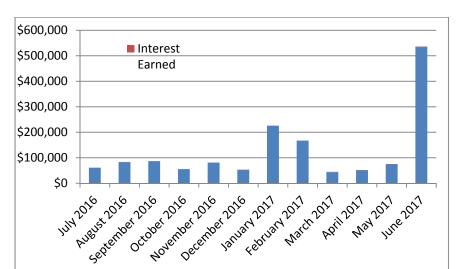


Figure 1: Revenue Receipts by Month

North Bethany Transportation System Development Charge 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 7 shows the NBTSDC credits issued through June 30, 2017.

Table 7: North Bethany Transportation System Development Charge Credits*

| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 16-17 | Credit Remaining on 6/30/17 | Notes |
|------------------|---|-------------------------------|--------------------------------------|---|---------------|--|-----------------------------|--|
| NB14-01 | NW 160 th : Springville to Brugger | West Hills Developm ent | North Bethany Creek | \$180,397 | 10/23/14 | \$180,397 Transfer to NB14-01A | | Entire amount transferred to NB14- 01A |
| NB14-01A | From NB14-01 | DR Horton | | Transfer from NB14-01 \$180,397 | 12/30/14 | \$180,397 | \$0 | |
| NB14-02 | Brugger & ROW dedication | West Hills Developm ent | North Bethany Creek | \$77,822 | 11/24/14 | \$77,822 Transfer to NB14-01A | | Entire amount transferred to NB14- 02A |
| NB14-02A | From NB14-02 | DR Horton | | Transfer from NB14-01 \$77,822 | 12/30/14 | \$77,822 | \$0 | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | \$400,253 | 11/20/15 | \$397,345 | \$2,908 | |
| NB15-002 | Shackelford Rd | DR Horton | Bethany Commons at Abbey Creek | \$114,490 | 12/9/15 | \$114,490 | \$0 | |
| NB15-003 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek | \$71,870 | 12/9/15 | \$44,413 used \$27,457 Transfer to NB15-003A | | \$27,457 transferred to NB15- 003A |
| NB15-003A | From NB15-003 | DR Horton | Meadows at Abbey Creek | Transfer From NB15-003 \$27,457 | 4/22/16 | \$27,457 | \$0 | |
| NB16-001 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek #2 | \$62,000 | 3/15/16 | \$61,130 used \$870 Transfer to NB16-00aA | \$0 | \$870 transferred to NB16- 001A |
| NB16-001A | From NB16-001 | DR Horton | Meadows at Abbey Creek | Transferred From NB16-001 \$870 | 4/21/16 | \$870 | \$0 | |
| NB16-002 | Brugger Rd & Joss Rd | DR Horton | Bethany Abbey Meadows | \$31,360 | 4/15/16 | \$31,360 | \$0 | |
| NB-007 | Shackelford Rd | DR Horton | Grace Hollow & Grace Hollow #2 | \$450,547 | 9/2/16 | \$183,886 | \$0 | \$266,661 transferred to NB-007A |
| NB-007A | Shackelford Rd | DR Horton | Bethany Abbey Meadows | Transferred from NB- 007 \$266,661 | 10/26/16 | \$266,661 | \$0 | |

| NB15-001 S | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 Bethany Abbey | | | | | |
|-------------------------------|-------------------------------|-----------|---|--|----------|-------------|----------|---------------------------------|
| | Shackelford Rd | DR Horton | Rothany Ahbay | | | \$2,908 | \$0 | |
| NB16-004 S | | | Heights No. 2 | \$179,530 | 8/15/16 | \$178,145 | \$1,385 | |
| NB16-003 S | Shackelford Rd | DR Horton | Bethany Creek Falls No. 2 Row Houses | \$185,193 | 8/12/16 | \$185,193 | \$0 | |
| NB16-006 | Kaiser Rd & Springville Rd | Noyes | Crossing at North Bethany | \$177,795 | 8/31/16 | \$177,795 | \$0 | Transferred to NB16- 006A |
| NB16-006A | Kaiser Rd & Springville Rd | Noyes | Highlands at North Bethany | Transferred From NB16-006 \$177,795 | 10/19/16 | \$177,795 | \$0 | |
| NB16-008 | Brugger Rd | DR Horton | Bethany Abbey Meadows No. 2 – Brugger Rd | \$74,727 | 12/13/16 | \$74,727 | \$0 | |
| NB16-009 S | Shackelford Rd | DR Horton | Bethany Abbey Meadows No. 2 – Shackelford Rd | \$62,999 | 12/13/16 | \$18,828 | \$44,171 | |
| | | | | 44 400 50: | | 44 000 455 | 4 | |
| FY 16-17 Total (FY 14-15 thro | | | | \$1,130,791 \$2,068,983 | | \$1,088,143 | \$45,556 | |

^{*} Credits from prior fiscal years are shown in gray.

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 2016 and June 2017.

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. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 8. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by accounting. The revenue, interest and credits issued result in **\$6,460,001** in total activity from the North Bethany Transportation System Charge through June 30, 2017.

Table 8: NBTSDC Total Activity (Revenue plus Credits Issued)

| Fiscal Year | NBTSDC Revenue | Interest Earned | Credits Issued | Total Activity |
|-------------|----------------|-----------------|----------------|----------------|
| FY 2014-15 | \$867,675 | | \$258,219 | \$1,125,894 |
| FY 2015-16 | \$1,987,137 | \$14,069 | \$679,973 | \$2,681,179 |
| FY 2016-17 | \$1,512,326 | \$9,811 | \$1,130,791 | \$2,652,928 |
| Total | \$4,367,138 | \$23,880 | \$2,068,983 | \$6,460,001 |

North Bethany Funding Plan Revenue Source Summary

Table 9 summarizes the North Bethany Funding programs through June 30, 2017.

Table 9: Summary of North Bethany Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2017 ¹ |
|---|-----------------------------|---|
| Major Streets Transportation Improvement Program (MSTIP)* | \$10,000,000 | \$10,000,000 |
| Transportation Development Tax (TDT)** | \$21,778,574 | \$4,322,118 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 | \$541,153 |
| North Bethany Transportation System Development Charge (NBTSDC - includes credits issued) | \$22,466,756 | \$6,460,003 |
| Pre-Existing Trust & Agency | \$1,400,000 | \$1,400,000 |
| Total | \$69,000,000 | \$22,723,274 |

¹⁾ Includes revenue plus interest and credits

Review of North Bethany Development

Prior to FY 14-15 no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and over 3,300 residential units (single-family, attached and multi-family) have been approved. Construction within these approved developments has begun and over 1,300 units have been issued permits or final approval prior to June 30, 2017.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction. This is due to the fact that TDT (or NBSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2017.

^{*} Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

^{**} Estimated from NBTSDC receipts plus credits

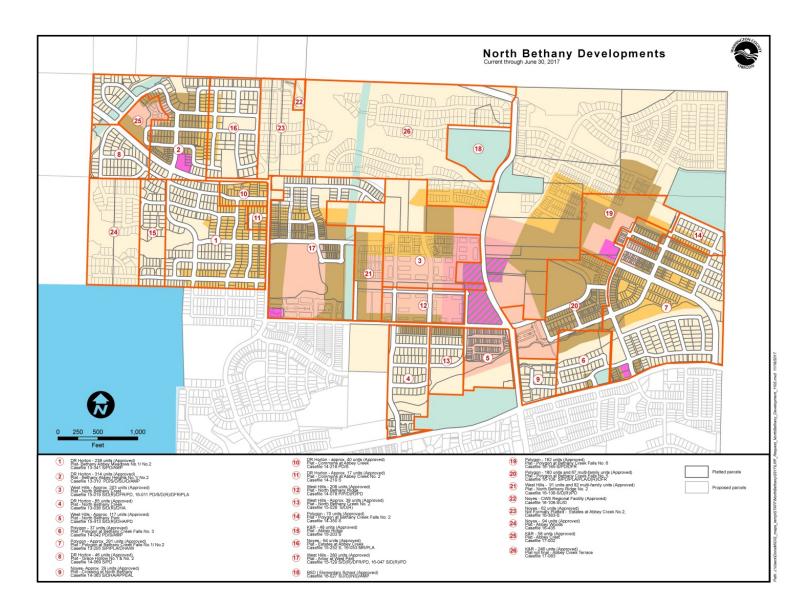


Figure 2: Development as of June 30, 2017

North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Please note that many of the lots shown in the northeast area of the plan area were approved after the time frame of this report. Table 10 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2017.

Table 10: Residential Development

| Unit Type | Units Expected in Funding Plan | Units Approved, June 30, 2017 | Units Permitted or Final, June 30, 2017 |
|------------------------|--------------------------------|----------------------------------|--|
| Single Family Detached | 1,437 | 2,312* (78%) | 865 (60%) |
| Single Family Attached | 1,534 | 2,312 (78%) | 114 (7%) |
| Multifamily | 1,218 | 1,039 (85%) | 355 (29%) |
| Total | 4,189 | 3,351 (80%) | 1,334 (32%) |

^{*}Single Family residential approvals are not distinguished between attached and detached structures

Approximately 80% of the development expected in the North Bethany Funding Plan has been approved. The development approvals also cover approximately 80% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 20% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2017 one capital project had been completed and credits had been issued for parts of seven other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 11 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2017 and Figure 3 shows the same roadway improvements in a map form.

Table 11: North Bethany Road Project Analysis

| | | Table 11: North E | setnany koad | Project Analy | SIS | |
|---------|--------------------------------------|-------------------------------|-------------------|---------------|--------------|--|
| | | | | | | Credit |
| | | | | | | Vouchers |
| Project | | | Total Cost | Percent | | Issued/Other |
| Number | Road | Extent | Estimate | Complete* | Investment** | Funding |
| 1 | Shackelford Rd | West Boundary to Joss | \$9,300,000 | 15% | \$1,356,572 | TDT15-05 TDT15-06 NB15-001 NB15-002 NB-007 NB16-004 NB16-009 |
| 2 | Shackelford Rd | Joss to Kaiser | \$8,800,000 | | | |
| 3 | Springville Rd | 185 th to Joss | \$11,100,000 | 31% | \$3,483,562 | TDT MSTIP 3d-HG |
| 4 | Springville Rd | Joss to Kaiser | \$3,600,000 | 5% | \$160,393 | TDT14-04 |
| 5 | Springville Rd | Kaiser to Countyline | \$0 | | | |
| 6 | Kaiser Rd | Shackelford to Springville | \$7,800,000 | 2% | \$177,795 | NB16-006 |
| 7 | 185th Ave | Springville to West Union | \$4,500,000 | | | |
| 8 | Shackelford | Kaiser to Countyline | \$0 | N/A | \$185,193*** | NB16-003 |
| 9 | Shackelford Rd | ½ Bridge over Rock Creek | \$7,300,000 | | | |
| 10 | 185 th and Springville | Realignment | \$900,000 | 50% | \$450,000 | TDT |
| 11 | Kaiser Rd | Springville to Bethany | \$6,100,000 | | | |
| 12 | Brugger Rd | Joss to Kaiser | \$3,200,000 | 5% | \$152,549 | NB14-02 NB16-008 |
| 13 | Joss Rd | Shackelford to Arbor | \$4,100,000 | 4% | \$165,230 | NB15-003 NB16-001 NB16-002 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | \$2,300,000 | 100% | \$2,480,397 | NB14-01 MSTIP (Loan) |
| | | Total | \$69,000,000 | 12% | \$8,611,692 | |
| | | | | | | |

^{*} As of June 30, 2017. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

^{**} Includes public construction and/or credits issued.

^{***} NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.



Figure 3: North Bethany Road Improvements

North Bethany Project Costs

Washington County engineering staff has been diligently working to implement funded projects. North Bethany Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2017. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2017 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2017-18.

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2017-18.

Appendix D Bonny Slope West Transportation System Development Charge Annual Report - Fiscal Year 2016-2017

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure that will make development possible.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2016-2017.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2016-2017 SUMMARY

| | FY 2016 – 2017 |
|---------------------------|----------------|
| Starting Balance 7/1/2016 | \$0.00 |
| Revenue | \$0.00 |
| Investment Earnings | \$0.00 |
| Expenditures | \$0.00 |
| Ending Balance 6/30/2017 | \$0.00 |

No credits have been issued and no projects have been completed prior to June 30, 2017.



Washington County

Department of Land Use & Transportation ● Planning and Development Services
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97214-3072
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Transportation Development Tax

Fiscal Year 2015-2016 Annual Report

July 1, 2015 through June 30, 2016

Washington County Department of Land Use & Transportation

December 2016

Board of County Commissioners

Andy Duyck, Chair

Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Andy Back, Manager, Planning and Development Services
Gary Stockhoff, County Engineer

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Juli Mills, Senior Management Analyst
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Marilyn Thamert, Senior Accounting Assistant

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2015-2016 ANNUAL REPORT

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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 charge 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) 2015-16 (July 1, 2015 through June 30, 2016) include the following:

- Washington County and the cities collected **\$31.9 million in TDT cash proceeds**, a 57 percent increase over the previous fiscal year (\$20.3 million).
- The county and cities issued **TDT credits with a total value of \$3.56 million**, which is about double the value of credits issued in FY 2014-15.
- County and city TDT accounts collectively generated over \$565,000 in interest and investment income.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as "total TDT activity," was approximately \$36.85 million, a 65 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.
- Beaverton, Hillsboro, Tigard and Washington County collectively invested nearly \$2 million in TDT funds for transportation capital projects. The City of Hillsboro invested the most TDT funds, totaling almost \$1.5 million for improvements. The largest of these was improvements to NW Century Blvd. Countywide, more than \$25 million in other revenue (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$780,000. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.
- TDT accounts across the county had a total balance of over \$85 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 charge, known as the Traffic Impact Fee (TIF), passed 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. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge 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 pre-existing 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 2015-16 several developments used the change in use discount, including four in Hillsboro, five in Tigard and eight in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2015-65 was about \$384,677.

A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- 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.

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.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index

| Year | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Materials Component | | | | | | |
| National Highway CCI | 1.0617 | 1.0728 | 1.1624 | 1.1029 | 1.112 | 1.1321 |
| % Annual Change | -3.22% | 1.04% | 5.00% | -2.09% | 0.79% | 1.84% |
| Ave 5-year Change | -1.89% | -4.54% | -2.81% | -3.40% | 0.27% | 1.28% |
| Labor Component | | | | | | |
| BLS Employment Cost Index | 113.6 | 116.4 | 117.6 | 118.6 | 120.7 | 123.4 |
| % Annual Change | 1.70% | 2.46% | 1.03% | 0.85% | 1.77% | 2.24% |
| Ave 5-year Change | 2.59% | 2.36% | 1.80% | 1.35% | 1.56% | 1.67% |
| Right-of-Way Component | | | | | | |
| Ave Total Real Market Value | \$391,972 | \$374,922 | \$365,516 | \$407,690 | \$453,046 | \$481,670 |
| % Annual Change | -4.92% | -4.35% | -2.51% | 11.54% | 11.13% | 6.32% |
| Ave 5-year Change | 4.78% | 2.33% | -1.65% | -1.12% | 2.18% | 4.42% |
| Weighted Average Index | 0.79% | -1,113% | -1.195% | -1.516% | 1.038% | 2.028% |

<---->

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2016) was \$8,275, up from the \$8,110 charged between October 1, 2015 and June 30, 2016.

III. COUNTYWIDE FINANCIAL ANALYSIS

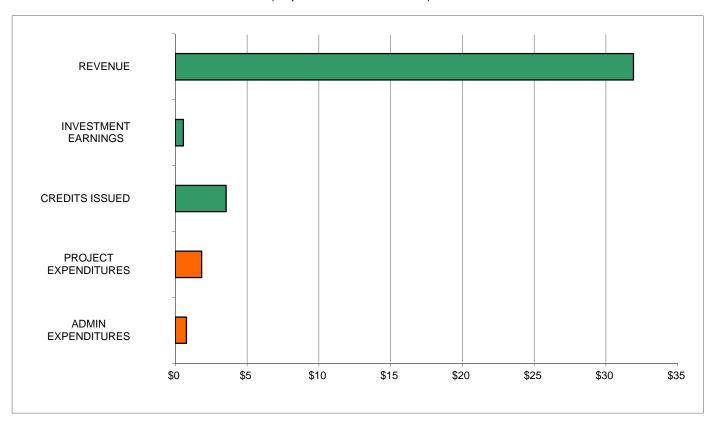
Countywide Total TDT Activity and Balance

In FY 2014-15, the county and cities collected \$31,913,740 in TDT revenue, a 57 percent increase over the previous fiscal year. County and city TDT accounts earned interest amounting to \$565,727. Jurisdictions issued 23 different credits totaling \$3,561,585 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$36,871,573 countywide in FY 2015-16.

Expenditures on capital projects (which may include design), totaled \$2,635,479. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to \$395,598. 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 \$84,493,603. 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 as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2015-16.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2015-16 (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 2015-16 should have been around \$36.1 million. Actual activity was \$36.87 million, or approximately the same as that expectation. Total TDT activity in FY 2015-16 was up by 65 percent over FY 2014-15.

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. During the 2015-16 fiscal year with the rates now fully phased in, the total TDT activity reached the expected TDT activity anticipated in 2008.

Transportation Development Tax: FY 15-16 \$40 \$35 \$30 \$25 \$20 \$15 \$10 actual activity* \$5 expected activity \$0 2008 TIF 2005 TIF 2006 TIF 2009-10 2010-11

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

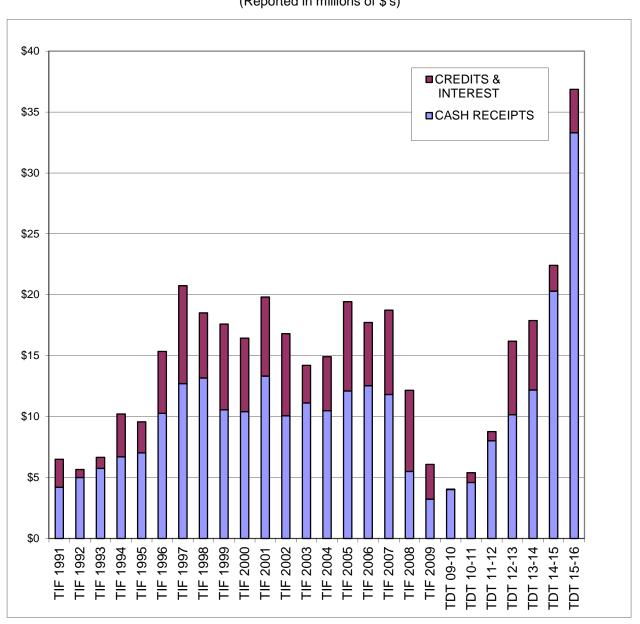
Actual Activity includes: Revenue, Credits issued and Interest

^{*&}quot;Activity" includes revenue collected, credits issued, and interest earned.

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2015-16 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2015-16 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 65 percent increase from FY 2014-15 to FY 2015-16 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.

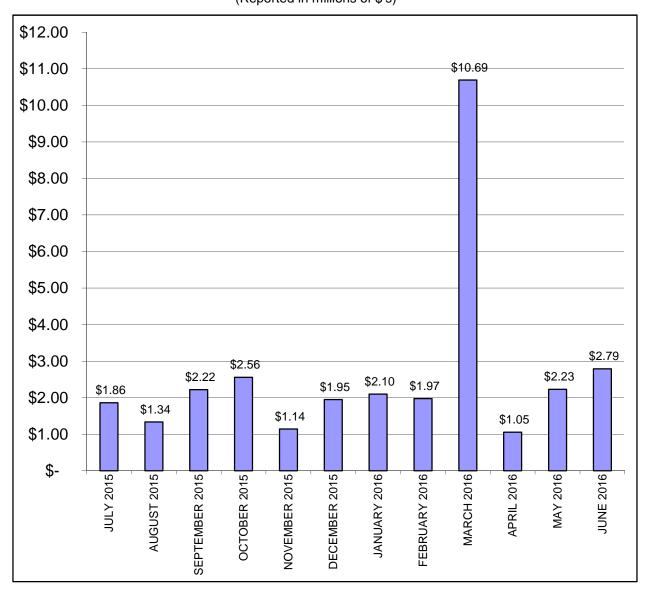
FIGURE 3: ANNUAL PROGRAM COMPARISON (Reported in millions of \$'s)



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 2015-16, the highest revenue month by far was March 2016, with \$10.69 million in cash receipts. This was due to a payment from a single large office development in unincorporated Washington County.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2015-16 (Reported in millions of \$'s)



Interest Earned

During FY 2015-16, the countywide TDT program collected \$565,727 in interest and investment earnings. 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.

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 2015-16, a total of 22 separate TDT credits were issued: seven in Hillsboro, three in North Plains, two in Sherwood, three in Tigard, one in Tualatin and six in unincorporated Washington County. The 22 credits represent \$3,561,585 in eligible improvements to the transportation system. Developers used about \$1.79 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 2015-2016 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 2015-16, in order, were unincorporated Washington County (\$17.2 million, 54 percent of total), City of Hillsboro (\$6.3 million, 19.6 percent of total) and Tigard (\$2.2 million, 7 percent of total). If credits are included, unincorporated Washington County still had the most TDT activity, with \$18 million; followed by Hillsboro with \$7.6 million in total TDT activity.

In terms of expenditures, Hillsboro had the highest amount, with \$1.5 million for capital projects and administrative expenses; this was followed by unincorporated Beaverton, with \$869,848 in expenditures, and Tigard with \$418,943 in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2016 was highest in Washington County (\$36.1 million), followed by the City of Hillsboro (\$20.5 million) and Beaverton (\$7.4 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION - FY 2015-16

(Rounded to nearest dollar)

| Jurisdiction | Balance as of 6/30/15 | Cash Receipts | Interest Earnings & Transfers | Credits Issued* | "Total Activity" | Project & Admin Expenses | Balance as of 6/30/16 |
|----------------------|--------------------------|------------------|-------------------------------------|--------------------|---------------------|--------------------------------|-----------------------|
| Banks | \$11,491 | | \$72 | | \$72 | | \$11,563 |
| Beaverton | \$6,322,397 | \$1,890,921 | \$45,642 | | \$1,936,563 | \$869,848 | \$7,389,112 |
| Cornelius | \$181,153 | \$41,176 | \$1,089 | | \$42,265 | | \$223,418 |
| Durham | \$144 | | \$1 | | \$1 | | \$145 |
| Forest Grove | \$4,399,571 | \$977,123 | \$30,500 | | \$1,007,623 | | \$5,407,194 |
| Gaston | \$10,697 | \$26,660 | \$103 | | \$26,763 | | \$37,460 |
| Hillsboro | \$14,850,981 | \$6,268,072 | \$957,078 | \$439,115 | \$7,664,265 | \$1,558,821 | \$20,517,310 |
| King City | \$1,792,081 | \$654,105 | \$13,872 | | \$667,978 | | \$2,460,059 |
| North Plains | \$755,758 | \$549,140 | \$6,944 | \$390,859 | \$946,943 | | \$1,311,842 |
| Sherwood | \$1,550,245 | \$597,871 | \$10,557 | \$794,815 | \$1,403,243 | \$73,552 | \$2,085,122 |
| Tigard | \$1,122,633 | \$2,209,300 | \$20,382 | \$1,367,667 | \$3,597,349 | \$418,943 | \$2,933,371 |
| Tualatin | \$4,158,652 | \$1,490,711 | \$32,236 | \$28,442 | \$1,551,388 | | \$5,681,598 |
| Washington County | \$19,019,027 | \$17,208,662 | \$275,692 | \$520,645 | \$18,004,998 | \$391,727 | \$36,111,655 |
| Wilsonville | \$321,675 | | \$2,081 | | \$2,081 | | \$323,755 |
| Countywide Total | \$54,496,506 | \$31,913,740 | \$1,396,248 | \$3,541,543 | \$36,851,530 | \$3,312,890 | \$84,493,603 |

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2015-16

(Does not include credits, interest earnings or fund transfers)

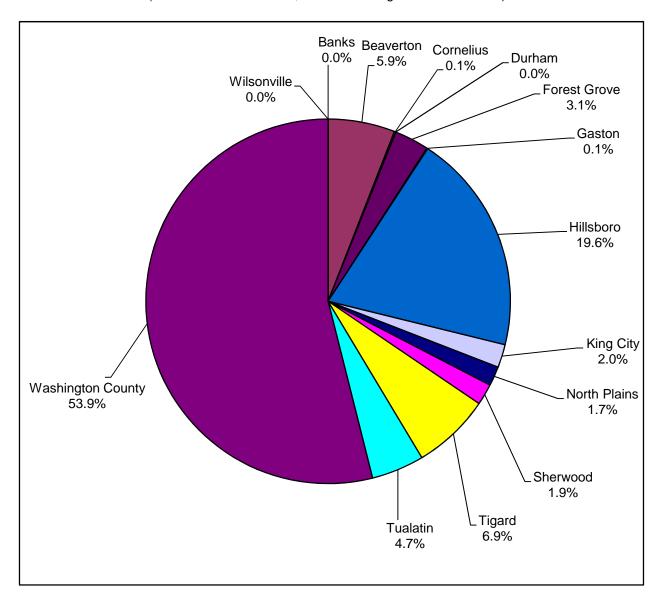
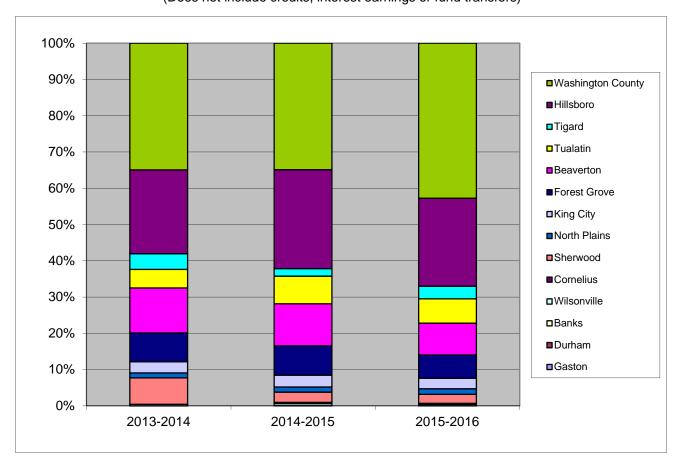


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2013-14 and FY 2014-15 (Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2015-16, six cities and Washington County invested a combined total of \$2,635,479 in TDT funds to design and/or construct capital improvements on the TDT Project List. Figures listed below account for FY 2015-16 expenditures only.

- The City of Beaverton used \$693,812 for improvements to Hocken Ave Bridge and leveraged another \$2,232,429 in TIF and storm drain funding for the project.
- The City of Hillsboro invested \$727,663 for a number of projects, including extensions of Century Boulevard and Cherry Drive, a variety of other smaller projects.
- The City of Tigard used \$368,105 toward five projects: the Pacific Highway/Gaarde Street/McDonald Street intersection project was the largest of these improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2015-16, jurisdictions invested about \$30 million in non-TDT funding resources for projects on the TDT List. Examples include:

- Improvements to Brookwood Parkway and Cornelius Pass Road widening both between Highway 26 and Evergreen Parkway.
- Improvements to 158th Avenue and Jenkins Road.
- Improvements to Walnut St and the Highway 99w/McDonald/Gaarde project.
- \$457,000 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 2015-16. 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 2015-16, 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)

| | | | SDC-Eligible | Captured Cost | |
|--------------------|-----------------|------------|--------------|---------------|--------------|
| | | Total New | Cost per New | per New | |
| | Remaining SDC | ADT Person | Person | Person Trip- | |
| Type of Cost | Eligible Costs | Trip-Ends | Trip-End | 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.

| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---|------------------------|--------------------------------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 2000 | Beaverton | 114th/115th | MAX Light Rail | Beaverton- Hillsdale/ Griffith | Construct 2-lane multimodal | \$11,040,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2001 | Beaverton | 120th | Center | Canyon | Construct 2-lane multimodal | \$9,825,600 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2002 | Beaverton | 125th | Brockman | Hall | Extend 2-lane multimodal | \$15,345,600 | 2014-2024 | | | \$0 | \$143,127 | \$143,127 |
| 2003 | Beaverton | Allen | Hwy 217 | Western | Add turn lanes, signals, bike/ped | \$6,955,200 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2004 | Beaverton | Allen | Murray | Hwy 217 | Add turn lanes, bike lanes, sidewalks & signalize | \$45,926,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2005 | Beaverton | Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker: Hall: SB OR 217 | | | Adaptive signal systems | \$11,040,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2006 | Beaverton | Baltic | US26 WB | Barnes | Add NB aux lane; Add SB aux lane | \$570,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2007 | Beaverton | Barnes | 117th | Baltic | Bus pullouts, shelters, and transit amenities | \$700,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2008 | Beaverton | Barnes | 116th | | Construct traffic signal; Construct 2nd WB left turn lane | \$384,058 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2009 | Beaverton | Barnes | Cedar Hills | | Add 2nd EB to SB right turn lane | \$450,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2010 | Beaverton | Barnes | Cedar Hills | Valeria | Add WB aux lane; modify signals | \$1,250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2011 | Beaverton | Barnes | Station North/Holly | | Construct signal and interconnect; Add WB right turn lane | \$600,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2012 | Beaverton | Barnes | Station North/Holly | Lois | Add EB and WB aux lanes; Modify traffic signal and interconnect | \$1,900,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2015 | Beaverton | Barnes | OR 217 | Leahy | Interconnect traffic signals | \$175,824 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | 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 | | | \$0 | \$0 | \$0 |
| 2017 | Beaverton | Barnes | Baltic | Monterey PI | Add WB aux lane; Modify traffic signals | \$600,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2018 | Beaverton | Barnes | Monterey | | Add EB left turn lane; Modify traffic signal | \$439,560 | 2025-2039 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|-------------------------|--------------------------|---------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$0 | \$0 |
| 2020 | Beaverton | Beaverton- Hillsdale | Western | | Turn lanes, signal improvements | \$2,064,480 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2022 | Beaverton | Canyon | 170th | OR 217 | Access management | \$1,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2023 | Beaverton | Canyon | Cedar Hills | | Turn lanes, signal improvements | \$6,922,080 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2025 | Beaverton | Cedar Hills | Barnes | US 26 WB | Add SB multi-use bike/ped facility | \$250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2027 | Beaverton | Cedar Hills | US 26 WB | US 26 EB | Construct sidewalks and bike lanes | \$670,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2030 | Beaverton | Cedar Hills | Walker | | Add double left turn lanes on all approaches, add EB rt turn lane | \$3,545,614 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2031 | Beaverton | Cedar Hills | Walker | Farmington | Add turn lanes, bike lanes | \$20,976,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2032 | Beaverton | Cedar Hills | Jenkins | _ | Turn lanes, signal improvements | \$2,550,240 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2033 | Beaverton | Cedar Hills | Hall | | Add NB rt turn lane | \$728,640 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2034 | Beaverton | Cornell | 113th | | Add aux lanes at all intersection approaches; Modify traffic signal | \$700,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2035 | Beaverton | Cornell | 107th | | Construct traffic signal | \$360,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2036 | Beaverton | Crescent | Rose Biggi | Cedar Hills | Extend 2-lane multimodal | \$3,864,000 | 2014-2024 | | | \$0 | \$65,237 | \$65,237 |
| 2037 | Beaverton | Davies | Scholls Ferry | Barrows | Extend 2-lane multimodal | \$5,409,600 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 2040 | Beaverton | Farmington | Cedar Hills | | Turn lanes, signal improvements | \$3,036,000 | 2025-2039 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|-------------------------|------------------------|------------------|---|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 2041 | Beaverton | Farmington | Lombard | | Add NB rt turn lane | \$1,689,120 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2042 | Beaverton | Hall extension | to Jenkins | | Construct 2 or 4 lane | \$15,897,600 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2043 | Beaverton | Hall | Hocken | Cedar Hills | Extend 2-lane multimodal | \$6,072,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2044 | Beaverton | Hall | Cedar Hills | Farmington | Add turn lanes, bike lanes | \$5,740,800 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2045 | Beaverton | Hall | Center | | Turn lanes, signal improvements | \$121,440 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2046 | Beaverton | Hall | Allen | | Add EB&WB rt turn lanes, NB&SB double lefts | \$2,373,600 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2047 | Beaverton | Hall | Denney | | Turn lanes, signal improvements | \$850,080 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2048 | Beaverton | Hall | 500' south of Allen | 12th | Add turn lanes, bike lanes | \$6,734,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2049 | Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$18,878,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2050 | Beaverton | Millikan | Murray | | Rt turn lane for WB Millikan | \$607,200 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2051 | Beaverton | Millikan | 141st | Hocken | Add signal, turn lanes, bike & ped | \$2,870,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2052 | Beaverton | Millikan | Watson | 114th | Extend 2-lane multimodal | \$15,235,200 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2053 | Beaverton | Murray | Allen | | Turn lanes, signal improvements | \$1,578,720 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2054 | Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$1,280,640 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2055 | Beaverton | New street | Broadway | 115th | Construct 2-lane multimodal | \$4,968,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2056 | Beaverton | Nimbus | Denney | Hall | Extend 2-lane multimodal | \$17,001,600 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Beaverton | Rose Biggi/ Westgate | Hall | Crescent | Extend 2-lane multimoal | \$3,864,000 | 2014-2024 | | | \$0 | \$34,687 | \$34,687 |
| 2058 | Beaverton | Rose Biggi | TV Hwy | Broadway | Extend 2-lane multimodal | \$3,312,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Beaverton | Scholls Ferry | Allen | | Turn lanes, signal improvements | \$3,929,172 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2060 | Beaverton | Scholls Ferry | Nimbus | | Turn lanes, signal improvements | \$1,733,280 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2061 | Beaverton | Scholls Ferry | 125th | | Add SB rt turn lane | \$1,280,640 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2062 | Beaverton | Scholls Ferry | Davies | | Add NB rt turn lane, close east end of Scholls Ferry @Barrows | \$331,200 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2063 | Beaverton | Scholls Ferry | Barrows (west end) | | Add SB rt turn lane | \$331,200 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2064 | Beaverton | Sexton Mountain | 160th | 155th | Extend 2-lane multimodal | \$2,760,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 2065 | Beaverton | Walker | 173rd | | Turn lanes, signal improvements | \$2,760,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2066 | Beaverton | Walker | 167th | | Signalize, add SB left turn lane | \$187,680 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 2067 | Beaverton | Weir | 155th | 175th | Turn lanes, bike lanes, sidewalks | \$4,526,400 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Beaverton | TOTAL | | | | \$317,631,668 | | \$0 | \$0 | \$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 | | \$1,118,749 | \$0 | \$1,574,754 | \$1,574,754 |
| 7001 | Cornelius | 14th | Holladay | Dogwood | Add signals at TV Hwy and widen existing travel lanes | \$2,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$9,015,238 | \$9,015,238 |

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| Project ID | Jurisdiction | Facility Davis St | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|---------------|------------------------------|---------------------------------|---------------------------|---|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 7004 | Cornelius | Extension | 4th | 10th | New 2-lane collector | \$2,500,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 7006 | Cornelius | Holladay St Extension | Yew (Forest Grove) | 4th | New 2-lane collector | \$10,764,871 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7007 | Cornelius | Holladay St Extension | 10th | Gray | New 2-lane collector | \$1,300,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7008 | Cornelius | Holladay St Extension | Gray | 19th | New 2-lane collector | \$1,300,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$87,698 | \$87,698 |
| 7010 | Cornelius | TV Highway Corridor | 4th | 29th | Traffic signal system coordination | \$450,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Cornelius | TOTAL | | | | \$40,254,871 | | \$0 | \$1,118,749 | \$447,492 | \$10,685,890 | \$11,133,382 |
| 8000 | Durham | Upper Boones Ferry | At Tualatin River | | Add 2 through lanes (Durham share of cost only) | \$342,857 | 2014-2024 | | | \$11,000 | \$0 | \$11,000 |
| | Durham | TOTAL | | | | \$342,857 | | \$0 | \$0 | \$11,000 | \$0 | \$11,000 |
| 7500 | Forest Grove | 19th | Poplar | HWY 47 | Extend 2-lane collector | \$1,517,156 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7501 | Forest Grove | 23rd/24th | Hawthorne | Quince | Construct 2-lane collector | \$4,260,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 7504 | Forest Grove | OR 47 | Elm | | Construct improvements (e.g. traffic signal) | \$390,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7505 | Forest Grove | В | David Hill | Hartford | Extend 2-lane collector | \$6,068,623 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | David Hill | East terminus | OR 47 | Construct 3-lane arterial | \$1,361,000 | 2014-2024 | | | \$0 | \$1,064,308 | \$1,064,308 |
| | Forest Grove | E/Pacific/19th | E | 19th | Extend 2-lane couplet | \$4,940,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | Hawthorne | 26th | Willamina | Extend 2-lane collector | \$7,885,582 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | Heather | OR 47 | Mountain View | Extend 2-lane collector | \$1,730,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | Laurel | 26th | 22nd | Extend 2-lane collector | \$8,598,914 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7511 | Forest Grove | Main | David Hill | Hartford | Extend 2-lane collector | \$6,068,623 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7512 | Forest Grove | Oak | OR 47 | Pacific | Upgrade to 2-lane collector; add signal | \$4,650,591 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Forest Grove | Thatcher | Gales Creek | David Hill | Realign and signalize intersection; road improvements from Gales Creek to David Hill | \$10,907,405 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7514 | Forest Grove | TV Hwy | Quince | | Add turn lanes / signal | \$1,073,573 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 7515 | Forest Grove | Willamina | Main | Sunset | Improve collector to city standards | \$2,059,722 | 2014-2025 | | | \$0 | \$4,423 | \$4,423 |
| 7515 | . 0.001 0.010 | | | | ' | | | | | | | |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------------|-------------------------|------------------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$0 | \$0 |
| 3001 | Hillsboro | 13th/River | TV Hwy | | Add EB right turn lane and NB left turn lane | \$4,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 3003 | Hillsboro | 69th (Quatama) | 227th | Baseline | New 3 lane extension | \$4,943,785 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3004 | Hillsboro | 185th | Walker | | Intersection capacity and signal improvements | \$6,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3005 | Hillsboro | 194th Extension | Cornell | Amberwood Extension | New 3-lane collector, Remove segment Amberglen Pkwy | \$2,250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3006 | Hillsboro | 194th Extension | Stucki Extension | | Signalize or construct roundabout | \$1,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3007 | Hillsboro | 194th Extension | Stucki Extension | Wilkins | New 3-lane collector | \$3,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3008 | Hillsboro | 194th Extension | Wilkins | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3009 | Hillsboro | 205th/John Olson | Wilkins | MAX Light Rail | Complete bike lanes | \$200,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3010 | Hillsboro | 209th | Blanton | | Signalize; turn lane improvements | \$671,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3011 | Hillsboro | 209th | Kinnaman | | Signalize; turn lane improvements | \$1,016,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3012 | Hillsboro | 209th | McInnis Lane | | Construct traffic signal or roundabout | \$1,574,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3013 | Hillsboro | 209th | Butternut Creek Pkwy | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3014 | Hillsboro | 209th | Deline | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | 209th | Vermont | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3016 | Hillsboro | 209th | Murphy Lane | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3017 | Hillsboro | 229th | TV Hwy | | Close south leg and modify signal | \$935,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3018 | Hillsboro | 229th | Alexander | Kinnaman | Widen to 3 lanes | \$4,126,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3019 | Hillsboro | 229th/Century | Kinnaman | | construct roundabout | \$1,027,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3020 | Hillsboro | 229th | Kinnaman | Rosedale | Widen to 3 lanes; Realign and construct Butternut Creek bridge | \$16,007,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3021 | Hillsboro | 229th | Vermont | | Construct roundabout | \$1,046,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3022 | Hillsboro | 231st | MAX Light Rail | Baseline | Widen to 3 lanes | \$6,800,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3023 | Hillsboro | 231st | Cornell | Campus Way | Widen to 5 lanes with multimodal improvements | \$170,000 | 2014-2024 | \$47,048 | | \$80,473 | \$0 | \$80,473 |
| 3024 | Hillsboro | 231st | Campus Way | Cherry | Construct southbound cycle track and west pedestrian improvements | \$60,000 | 2014-2024 | | | \$0 | \$0 | \$0 |

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|---------------|--------------|------------------------|-------------------------------|-----------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
| 3025 | Hillsboro | 231st | MAX Light Rail | | Signal & pedestrian crossing improvements | \$225,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3026 | Hillsboro | 234th | Johnson | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3027 | Hillsboro | 253rd | Meek | Evergreen | New 3-lane collector | \$12,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3028 | Hillsboro | 253rd | Huffman | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3029 | Hillsboro | 253rd | Evergreen | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3030 | Hillsboro | 25th Ave | Cornell | | Intersection capacity and signal imp | \$1,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | 264th | Meek | Evergreen | New 3 lane collector | \$14,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | 264th | Huffman | | Signalize | \$364.000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | 264th | Evergreen | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Airport (Butler) | Brookwood | Dawson Cr | Widen to 3 lane | \$600,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3034 | 1111130010 | Alexander/ | | Dawson Ci | Wider to 3 lane | φοσο,σσο | 2023-2039 | | | ΨΟ | ΨΟ | ΨΟ |
| 3035 | Hillsboro | Blanton | 229th | 209th | New 3 lane collector | \$12,521,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3036 | Hillsboro | Alexander Extension | Town Center Drive | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3037 | Hillsboro | Alexander Extension | West Neighborhood Route | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3038 | Hillsboro | Aloclek | Amberwood | Cornelius Pass | Extend 3 lane | \$3,909,666 | 2014-2024 | | | \$0 | \$449,709 | \$449,709 |
| 3039 | Hillsboro | Amberwood | Cornelius Pass | 206th | Widen to 3 lane | \$2,932,250 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3040 | Hillsboro | Amberwood Extension | Amberbrook | 194th extension | Extend 3 lanes | \$1,400,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3041 | Hillsboro | Amberwood Extension | 194th | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3042 | Hillsboro | Bentley | Brookwood | | Add east approach, Add EB Left turn lane and Signalize | \$1,100,000 | 2025-2039 | \$20,790 | | \$21,441 | \$0 | \$21,441 |
| 3043 | Hillsboro | Blanton Extension | East Neighborhood Route | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3044 | Hillsboro | Brookwood | US 26 | Evergreen | Widen to 7 lanes, add turn lanes and aux lanes at Evergreen | \$15,000,000 | 2014-2024 | | \$9,409,907 | \$0 | \$12,107,493 | \$12,107,493 |
| 3045 | Hillsboro | Brookwood | Cornell | | Add SB through lane, Add EB and WB 2nd Left Turn Lanes | \$5,500,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3046 | Hillsboro | Campus Ct extension | West terminus | Ray Circle | Construct new 2/3 lane collector | \$1,700,000 | 2014-2024 | \$96,952 | | \$143,384 | \$0 | \$143,384 |
| 3047 | Hillsboro | Century | Baseline | Lois | New 3 lane and bridge over Rock Creek | \$16,500,000 | 2014-2024 | \$1,225,008 | | \$1,225,008 | \$0 | \$1,225,008 |
| 3048 | Hillsboro | Century/229th | West Union | Evergreen | Extend 3 lane, including Hwy 26 overcrossing | \$21,000,000 | 2014-2024 | | | \$39,662 | \$16,135 | \$55,797 |
| | 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 | | | \$0 | \$0 | \$0 |
| 3050 | Hillsboro | Century | Alexander | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3051 | Hillsboro | Century | Alexander | Old UGB | Construct multi-modal improvements | \$519,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3052 | Hillsboro | Century | Davis | 229th | New 3 lane collector | \$5,127,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
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| Project | houte disting | FWh | F | т. | Period | Eligible SDC | Estimated Project Completion | FY 15-16 | FY 15-16 Other | TDT 2009- | Other Funding 2009- | Total TDT and other funding |
|---------|---------------|------------------------|------------------------|--------------------|--|--------------|------------------------------------|----------|-------------------|-----------|---------------------------|-----------------------------|
| ID | Jurisdiction | Facility | From | То | Project | Amount | Timeframe | TDT | Funding | Present | Present | 2009-Present |
| 3053 | Hillsboro | Cornelius Pass | Cornell | HWY 26 | 2nd NB right turn lane to US26 East, and multimodal enhancements | \$665,000 | 2014-2024 | | \$9,792,840 | \$24,778 | \$13,358,155 | \$13,382,933 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | \$174,387 |
| 3056 | Hillsboro | Cornelius Pass | Town Center X- ing | | Construct signalized Z-crossing | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3057 | Hillsboro | Cornelius Pass | Alexander/ Blanton | | Signalize and add turn lanes | \$724,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3058 | Hillsboro | Cornelius Pass | Kinnaman | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3059 | Hillsboro | Cornelius Pass | McInnis Lane | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3060 | Hillsboro | Cornelius Pass | Butternut Creek | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3061 | Hillsboro | Cornelius Pass | Deline | | Signalize | \$364.000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3062 | Hillsboro | Cornelius Pass | Vermont | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Cornelius Pass | Murphy Lane | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Cornelius Pass | Rosedale | | Construct roundabout | \$1,408,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Cornell | | Main | Widen 5 lane, Construct Intersection capacity/signal improvements | \$15,000,000 | 2025-2039 | | | \$0 | \$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 | | | \$0 | \$0 | \$0 |
| 3067 | Hillsboro | Cornell | Amberbrook | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3068 | Hillsboro | Cornell | 185th | | Add EB right turn lane and 3rd SB through lane | \$1,200,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3069 | Hillsboro | Davis Extn | River Rd | South CWS boundary | construct 2/3 lane collector, modify traffic signal | \$1,040,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3070 | Hillsboro | Edgeway (Salix Ext) | 1 1 | Walker | New 3 lane extension | \$4,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3071 | Hillsboro | Evergreen | Jackson School (south) | 15th | Widen to 5 lanes | \$6,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 3073 | Hillsboro | Evergreen | Imbrie | | Add second eastbound left turn lane | \$2,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------------|-------------------------------|----------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 3077 | Hillsboro | Grant | Cornell | | Add eastbound/westbound left turn lanes | \$1,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3078 | Hillsboro | Harewood | at Jackson School | | Add EB right turn lane | \$772,466 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3079 | Hillsboro | Huffman | West UGB | Brookwood | Construct 3-lane Collector, Widen to 5-lane at approaches to Brookwood | \$18,500,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3080 | Hillsboro | Imbrie | Evergreen | Cornelius Pass | Widen to accommodate second EB lane | \$2,500,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3081 | Hillsboro | Imlay | TV Hwy | | Signalize | \$273,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3082 | Hillsboro | Jackson School | Evergreen | Grant | Widen to 3 lanes | \$2,000,000 | 2014-2024 | | \$765,727 | \$0 | \$1,200,551 | \$1,200,551 |
| 3083 | Hillsboro | Jacobson | Century | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3084 | Hillsboro | Jacobson | Croeni | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3085 | Hillsboro | Kinnaman | 229th | 209th | New 3 lane collector | \$9,916,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3086 | Hillsboro | Kinnaman | West Neighborhood Route | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3087 | Hillsboro | Kinnaman | East Neighborhood Route | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3088 | Hillsboro | Main | 1st | | Add westbound right turn | \$250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Meek | West UGB | 253rd | Widen to 3 lanes | \$6,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Minter Bridge | River Rd | South UGB | Construct ped/bike improvements | \$2,250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Quatama | 227th | 205th | Widen to 3 lanes | \$8,210,299 | 2025-2039 | | | \$0 | \$63,625 | \$63,625 |
| | Hillsboro | River | Rood Bridge | | Add eastbound right turn lane | \$750,000 | 2025-2039 | | | \$0 | \$26,947 | \$26,947 |
| 3093 | Hillsboro | Rosedale | River Rd | | Construct roundabout | \$1,031,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Rosedale | River Rd | 229th | Widen 2-lane, add shoulder improvements | \$1,321,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Rosedale | 229th | | Add EB left turn lane | \$380,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Hillsboro | Rosedale | 229th | 209th | Widen to 3 lanes | \$4,986,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3097 | Hillsboro | Rosedale | 209th | | Signalize | \$364,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 3099 | Hillsboro | Stucki Extension | Wilkins Extension | | Signalize | \$364,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3100 | Hillsboro | Stucki Extension | Wilkins | 205th/206th | New 3-lane collector with Multi- modal improvements | \$6,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------------|--------------------------|----------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 3101 | Hillsboro | Stucki extension | 205th/206th | | Signalize or construct roundabout | \$1,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3102 | Hillsboro | Vermont | 229th | 209th | New 3 lane collector | \$9,047,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 3103 | Hillsboro | Wilkins | 194th extension | 185th | New 3 lane extension | \$16,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 3104 | Hillsboro | Witch Hazel | River | | signalize | \$364,000 | 2025-2039 | | | \$0 | \$220,980 | \$220,980 |
| | Hillsboro | TOTAL | | | | \$419,420,466 | | \$1,389,798 | \$19,968,475 | \$1,540,958 | \$27,657,480 | \$29,198,438 |
| 9600 | North Plains | Commercial | 313th | Glencoe | Widen street, add parking, bike and pedestrian facilities | \$1,800,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 9601 | North Plains | Cottage | West of 324th | 321st | Construct new two-lane collector | \$800,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 9602 | North Plains | Main | Commercial | Pacific | Widen street, add parking, bike and pedestrian facilities | \$1,250,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 9603 | North Plains | Pacific | Glencoe | | Add new signal | \$222,827 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | \$0 | \$32,144 |
| | North Plains | TOTAL | | | | \$5,255,327 | | \$0 | \$0 | \$32,144 | \$0 | \$32,144 |
| 4000 | Sherwood | OR 99W | Edy | Sunset | Install missing pedestrian crossings at existing signalized intersections. | \$7,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 4002 | Sherwood | Arrow | Langer Farms | Gerda | Construct new 2-lane road to collector standards | \$7,427,562 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 4003 | Sherwood | Arrow/ Galbreath | Gerda | Cipole | Construct 2-lane collector road | \$2,317,399 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 4004 | Sherwood | Baker | Sunset | UGB south | Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips. | \$779,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 4007 | Sherwood | Brookman | OR 99W | Ladd Hill | Add turn lanes and center median | \$13,440,917 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 4008 | Sherwood | Brookman | Middleton | | Traffic control improvements; add turn lane and relocate stop signage | \$187,500 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 4009 | Sherwood | Cedar Brook | Elwert | Handley | Construct 2-lane collector road | \$13,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 4010 | Sherwood | Edy | Borchers | | Improve 3-leg intersection, possible roundabout | \$2,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|-----------------------------------|--|------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$0 | \$0 |
| 4012 | Sherwood | Edy/Sherwood | Borchers | 3rd | Add turn lanes and center median | \$7,427,562 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | \$174,359 | \$0 | \$174,359 | \$174,359 |
| 4017 | Sherwood | Elwert | Edy | | Install single lane roundabout | \$1,500,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$109,757 | \$109,757 |
| 4023 | Sherwood | Oregon | Tonquin | | Construct roundabout north of Oregon St/Murdock Roundabout | \$2,940,000 | 2014-2024 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 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 | | | \$0 | \$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 | | | \$0 | \$0 | \$0 |
| | 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 | | | \$0 | \$0 | \$0 |
| 4027 | Sherwood | Sunset | Main | | Install Traffic Signal | \$250,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 4029 | Sherwood | Sunset | Timbrel | | Install single lane roundabout | \$300,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| | Sherwood | TOTAL | | | | \$150,459,299 | | \$0 | \$174,359 | \$0 | \$364,229 | \$364,229 |
| 5000 | Tigard | 68th | OR 99W | | Turn lanes | \$2,394,646 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5001 | Tigard | 68th | Atlanta | Haines | New signal system | \$173,805 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5002 | Tigard | 72nd | OR 99W | | Turn lanes | \$772,466 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5003 | Tigard | 72nd | OR 99W | Hunziker | Widen to 5 lanes | \$9,269,598 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5004 | Tigard | 72nd | Hampton | Hunziker | Add southbound right turn & protected left turn phasing | \$386,233 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5005 | Tigard | 72nd | OR 217 | | Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes | \$29,710,249 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5006 | Tigard | 72nd | Hunziker | Bonita | Complete missing sidewalks and bike lanes | \$7,261,185 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tigard | 72nd | Bonita | | Intersection improvement | \$998,380 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tigard | 72nd | Bonita | Durham | Widen to 5 lanes | \$9,269,598 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5009 | Tigard | 72nd | Carman | | NB right turn lane | \$308,987 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tigard | 72nd | Upper Boones Ferry | | Intersection improvement & signal upgrade | \$1,368,928 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tigard | OR 99W | Walnut | | Intersection improvements | \$4,220,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tigard | OR 99W | McDonald | Gaarde | WB right turn lane | \$10,033,784 | 2025-2039 | \$341,974 | \$283,706 | \$1,222,890 | . , , | \$3,322,745 |
| | Tigard | OR 99W | Durham | | Intersection improvements | \$9,860,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5014 | Tigard | 121st | North Dakota | | New signal system | \$231,740 | 2025-2039 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---|-----------------------|------------------------------|---|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 5015 | Tigard | 121st | North Dakota | Walnut | Widen to 3 lanes with sidewalks & bikelanes | \$7,647,418 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tigard | 121st | Walnut | Quail Creek | Widen with sidewalks and bike lanes | \$4,325,812 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5017 | Tigard | Bonita | Hall | I-5 | Widen to 4 lanes | \$5,272,615 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tigard | Bonita | Sequoia | | New traffic signal and turn lanes | \$1,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tigard | Carman | I-5 | | Turn lanes | \$1,081,453 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tigard | Dartmouth | OR 99W | | Right turn lane | \$308,987 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5021 | Tigard | Dartmouth | 72nd | 68th | Widen to 4 lanes | \$1,853,920 | 2014-2024 | \$7,961 | \$9,081 | \$873,376 | \$1,576,067 | \$2,449,443 |
| | Tigard | Durham | Upper Boones Ferry | | Reconfigure intersection to make through route between Durham & I-5/Carman interchange | \$1,368,928 | 2025-2039 | | | \$117,775 | \$0 | \$117,775 |
| 5023 | Tigard | Greenburg | Olsen | Hall | 2nd NB lane | \$791,613 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5024 | Tigard | Greenburg | Shady | Tiedeman | Widen to 5 lanes | \$6,745,098 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5025 | Tigard | Greenburg | Tiedeman | | Expand intersection to 5 lanes & signal upgrade | \$2,670,311 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5026 | Tigard | Greenburg | Tiedeman | OR 99W | Widen to 5 lanes | \$9,269,598 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5027 | Tigard | Hall | Pfaffle | | New traffic signal and turn lanes | \$1,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5028 | Tigard | Hall | McDonald | Bonita | Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks | \$8,277,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5029 | Tigard | Highway 217 Overcrossing | Hunziker | Tigard Triangle | Construct new complete street overcrossing of Hwy 217 | \$24,000,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5030 | Tigard | Locust | Greenburg | Hall | Widen to 3 lanes | \$2,471,893 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5031 | Tigard | McDonald | Hall | | Right turn lane from Hall to McDonald & signal system upgrade | \$766,702 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5032 | Tigard | Nimbus | Scholls Ferry | | Right turn lane | \$1,776,673 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5033 | Tigard | Nimbus extension | Scholls Ferry | Greenburg | 3-lane extension | \$23,173,994 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5034 | Tigard | Scoffins | Hunziker | Hall | Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal | \$3,862,332 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5035 | Tigard | Tiedeman / North Dakota | Tigard | Greenburg | Realign one or both streets so they intersect west of the railroad | \$6,675,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 5036 | Tigard | Upper Boones Ferry | Durham | I-5 | Widen to 5 lanes | \$4,106,784 | 2014-2024 | \$12,569 | | \$17,752 | \$0 | \$17,752 |
| | Tigard | Walnut | 121st | Tiedeman | Widen to 3 lanes | \$4,325,812 | 2025-2039 | \$5,192 | \$2,421,440 | \$5,192 | \$3,585,502 | \$3,590,694 |
| 5038 | Tigard | Walnut | Tiedeman | OR 99W | Widen to 3 lanes | \$3,862,332 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5039 | Tigard | Walnut | OR 99W | | WB Right turn lane, protected left turn | \$1,776,673 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 5040 | Tigard | Walnut extension | OR 99W | Scoffins | New 3-lane collector | \$29,353,726 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|---------------------------------------|-------------------------|---------------------------|--|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| | Tigard | TOTAL | | | | \$283,805,807 | | \$367,695 | \$2,714,226 | \$2,236,985 | \$7,261,424 | \$9,498,410 |
| 6000 | Tualatin | 65th | Nyberg Lane | I-205 | Multi-use path | \$8,023,973 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6001 | Tualatin | 95th | Tualatin- Sherwood | Avery | Bike lanes | \$2,920,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6002 | Tualatin | 105th/Blake/ 108th | Avery | Willow | Widen to 3 lanes, bike lanes & sidewalk | \$5,086,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6003 | Tualatin | 115th | Blake | 124th | New street - major collector | \$21,446,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | \$10,105 | \$0 | \$10,105 | \$10,105 |
| 6005 | Tualatin | Avery | Tualatin- Sherwood | Teton | Widen to 3 lanes | \$3,600,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6006 | Tualatin | Avery | 105th | | Signal - new | \$191,185 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6007 | Tualatin | Avery | Teton | | Signal - new | \$254,914 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6008 | Tualatin | Basalt Creek East-West Arterial | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5. | \$5,000,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 6009 | Tualatin | Blake | 124th | 115th | New street - minor collector | \$10,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Boones Ferry | Lower Boones Ferry | | Fill sidewalk gaps | \$10,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6011 | Tualatin | Boones Ferry | Lower Boones Ferry | Martinazzi | Widen to 5 lanes and bridge | \$12,265,084 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6012 | Tualatin | Boones Ferry | Tualatin- Sherwood | Ibach | Widen to 3 lanes | \$4,690,416 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6013 | Tualatin | Boones Ferry | Ibach | Norwood | Widen to 3 lanes | \$660,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6014 | Tualatin | Boones Ferry | Tualatin High School | South city limits | Fill sidewalk gaps | \$315,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6015 | Tualatin | Cipole | OR 99W | Tualatin- Sherwood | Add left turn lane & bike lanes | \$10,196,557 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6016 | Tualatin | Cipole | Cummins | | Signal - new | \$254,914 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6017 | Tualatin | Cipole | Herman | | Signal & realign railroad | \$2,294,225 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6018 | Tualatin | Grahams Ferry | Ibach | Helenius | Widen to 3 lanes, fill sidewalk gaps | \$4,980,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6019 | Tualatin | Grahams Ferry | Helenius | | Signal - new | \$191,185 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Hazelbrook | OR 99W | Jurgens | Widen to 3 lanes | \$3,543,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Helenius | 109th | Grahams Ferry | Widen to 3 lanes | \$1,403,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Herman | Cipole | Tualatin | Fill sidewalk & bike lane gaps | \$3,393,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | Herman | Cipole | 124th | Add left turn lane | \$1,563,472 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6024 | Tualatin | Leveton | 108th | | Signal - new | \$191,185 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Loop Road | Boones Ferry | Nyberg | New street - minor collector | \$4,248,566 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Tualatin | Martinazzi | Boones Ferry | Warm Springs | Bike lane | \$2,403,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6027 | Tualatin | Martinazzi | Sagert | | Signal/roundabout - new | \$1,551,750 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6028 | Tualatin | McEwan | 65th | Lake Oswego city limit | Widen to 3 lanes | \$3,908,680 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6029 | Tualatin | Myslony | 124th | 112th | Widen to 3 lanes, add bridge | \$14,030,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6030 | Tualatin | Norwood | Boones Ferry | East city limits | Widen to 3 lanes, add sidewalks & bike lanes | \$3,129,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6031 | Tualatin | Sagert | I-5 overpass | 72nd | Bike lanes & sidewalks | \$3,282,000 | 2014-2024 | | | \$0 | \$0 | \$0 |

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|---------------|--------------|-----------------------|-----------------------|-----------------------|---|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| | | Sagert | 65th | | Signal - new | \$509,828 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6033 | Tualatin | Teton | Tualatin | | Signal - new | \$456,750 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6034 | Tualatin | Teton | Herman | Tualatin- Sherwood | Widen to 3 lanes | \$2,464,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6035 | Tualatin | Teton | Tualatin- Sherwood | | Add SB right turn lane | \$890,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 6036 | Tualatin | Tualatin | 115th | | Signal - new | \$456,750 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 6037 | Tualatin | Tualatin- Sherwood | Boones Ferry | | Add EB right turn lane | \$792,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Tualatin | TOTAL | | | | \$154,595,436 | | \$0 | \$10,105 | \$0 | \$10,105 | \$10,105 |
| 1000 | Wash Co | 80th | Oleson | Oak | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$11,700,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1001 | Wash Co | 92nd/Allen | Scholls Ferry | Garden Home | Widen to 3 lanes | \$3,325,673 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1002 | Wash Co | 113th | McDaniel | Rainmont | New 2-lane collector road | \$6,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1003 | Wash Co | 113th | Rainmont | Cornell | Sidewalk infill | \$5,670,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1004 | Wash Co | 119th | McDaniel | Cornell | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$10,800,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1005 | Wash Co | 160th | TV Hwv | Farmington | Widen to 3 lanes | \$15,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | 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 | | | \$0 | \$0 | \$0 |
| 1007 | Wash Co | 173rd | Bronson | Cornell | Extend 173rd Ave under or over US 26 connecting to 174th Ave | \$58,640,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1008 | Wash Co | 174th | Meadowgrass | Bronson | Widen to 3 lanes | \$16,230,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1009 | Wash Co | 175th | Rigert | Weir | Widen to 3 lanes | \$13,950,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1010 | Wash Co | 175th | Kemmer | | Intersection improvement | \$2,500,000 | 2014-2024 | | \$223,633 | \$0 | \$223,633 | \$223,633 |
| 1011 | Wash Co | 175th | Outlook | Horse Tale | Realign roadway, improve to standard | \$1,500,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1012 | Wash Co | 185th | UGB | Springville | Widen to 3 lanes | \$5,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1013 | Wash Co | 185th | Springville | West Union | Widen to 5 lanes | \$4,948,515 | 2014-2024 | | | \$0 | \$5,985,834 | \$5,985,834 |
| 1014 | Wash Co | 185th | Blanton | Farmington | Widen to 5 lanes | \$12,163,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1015 | Wash Co | 185th | Farmington | Bany | Widen to 3 lanes | \$14,522,370 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1016 | Wash Co | 197th/198th | Baseline | Alexander | Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset | \$16,200,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 1018 | Wash Co | 198th | Blanton | Farmington | Widen to 3 lanes | \$27,900,000 | 2014-2024 | | \$609,350 | \$0 | \$609,350 | \$609,350 |
| 1019 | Wash Co | 205th/206th | Quatama | Baseline | Widen to 5 lanes; replace bridge over Beaverton Creek | \$31,000,000 | 2025-2039 | | | \$0 | \$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 | | | \$0 | \$1,947,838 | \$1,947,838 |

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|---------------|--------------------|---------------------------------------|---------------------------|-----------------|--|------------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 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 | | | \$0 | \$0 | \$0 |
| 1022 | Wash Co | Barnes | 119th | Cedar Hills | Widen to 5 lanes | \$3,072,464 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1023 | Wash Co | Barnes | Catlin Gabel entrance | Miller | Widen to 5 lanes | \$15,824,176 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1024 | Wash Co | Barnes | Miller | County line | Widen to 3 lanes | \$8,800,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1025 | Wash Co | Basalt Creek East-West Arterial | Grahams Ferry | Boones Ferry | Construct new 4/5-lane arterial | \$30,000,000 | 2025-2039 | | \$10,105 | \$0 | \$10,105 | \$10,105 |
| 1026 | Wash Co | Beef Bend | 150th | 131st | Widen to 3 lanes | \$15,000,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1027 | Wash Co | Bull Mountain | Roy Rogers | OR 99W | Widen to 3 lanes | \$28,697,248 | 2040+ | | | \$0 | \$236 | \$236 |
| 1028 | Wash Co | Butner | Murray | Cedar Hills | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$11,457,223 | 2040+ | | | \$0 | \$0 | \$0 |
| 1029 | Wash Co | Clutter/Ridder | Grahams Ferry | Garden Acres | Widen to 3 lanes | \$840,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1030 | Wash Co | Cornelius Pass | Frances | TV Highway | Widen to 5 lanes | \$11,307,000 | 2014-2024 | \$528 | \$129,454 | \$528 | \$129,454 | \$129,982 |
| 1031 | Wash Co | Cornell | | Murray | Widen to 5 lanes | \$40,620,000 | 2025-2039 | | | \$0 | \$1,210,641 | \$1,210,641 |
| 1032 | Wash Co | Cornell | 143rd / Science Park | | Reconfigure intersection | \$12,400,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1033 | Wash Co | Cornell | 102nd | County line | Widen to 3 lanes | \$18,000,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1034 | Wash Co | Elligsen | Wilsonville city limit | 65th | Widen to 3 lanes, add turn pockets & signal at 65th | \$3,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1035 | Wash Co | Evergreen | East of 25th | West of 253rd | Multi-modal improvements | \$1,800,000 | 2008-2017 | | | \$0 | \$679 | \$679 |
| 1036 | Wash Co | Farmington | 209th | 185th | Widen to 5 lanes | \$35,853,659 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1037 | Wash Co | Farmington | 185th | Kinnaman | Widen to 5 lanes | \$26,944,468 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1038 | Wash Co | Fischer | 131st | OR 99W | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$4,122,000 | 2025-2039 | | \$343,937 | \$0 | \$395,437 | \$395,437 |
| 1039 | Wash Co | Garden Home | 92nd | Oleson | Widen to 3 lanes | \$9,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1040 | Wash Co | Germantown | Cornelius Pass | | Intersection improvement | \$3,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1041 | Wash Co | Germantown | 185th | | Intersection improvement | \$3,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1042 | Wash Co | Glencoe/1st | Harewood | Jackson | Widen to 3 lanes | \$10,700,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1043 | Wash Co | Grahams Ferry | Helenius | Clay | Widen to 3 lanes; add signal and improve geometry at Tonquin Rd | \$11,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | | \$0 | \$0 | \$0 |
| 1045 | Wash Co | Greenburg | Hall | Locust | Widen to 5 lanes | \$21,445,518 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Hall | Scholls Ferry | Oleson | Widen to 5 lanes | \$2,401,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Hall | Oleson | OR 99W | Widen to 3 lanes | \$13,164,474 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Hall | | Durham | Widen to 5 lanes | \$39,022,727 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co Wash Co | Jenkins Johnson | 158th Cornelius Pass | Murray 185th | Widen to 5 lanes Add sidewalks and bike lanes; add turn lanes at appropriate | \$12,253,028 \$21,899,700 | 2014-2024 | | \$639,677 | \$0 \$0 | \$1,047,782 \$0 | \$1,047,782 \$0 |
| 1000 | 114511 00 | 001110011 | Cornolido i dos | 10001 | intersections | Ψ21,000,100 | 2020 2003 | | | ΨΟ | ΨΟ | ΨΟ |

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| | | | | | | | Estimated Project | | FY 15-16 | | Other Funding | Total TDT and |
|---------|--------------------|----------------------|-------------------------|-----------------------|--|------------------------------|-------------------|----------|-------------|------------|------------------|---------------|
| Project | | | | | | Eligible SDC | Completion | FY 15-16 | Other | TDT 2009- | 2009- | other funding |
| ID | Jurisdiction | Facility | From | То | Project | Amount | Timeframe | TDT | Funding | Present | Present | 2009-Present |
| 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 | | | \$0 | \$0 | \$0 |
| 1052 | Wash Co | Kaiser/143rd | Bethany | Cornell | Widen to 3 lanes | \$38,357,000 | 2025-2039 | | | \$0 | \$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 | | | \$0 | \$0 | \$0 |
| 1054 | Wash Co | Kinnaman | 198th | | Realign offset intersection, signalize or add roundabout | \$4,971,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1055 | Wash Co | Laidlaw | Skycrest | Lakeview | Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$9,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1056 | Wash Co | Laidlaw | Saltzman | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$19,800,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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+ | | | \$0 | \$0 | \$0 |
| 1058 | Wash Co | McDaniel | 119th | County line | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$18,900,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 1059 | Wash Co | Merlo/158th | 170th | Walker | Widen to 5 lanes | \$24,735,000 | 2014-2024 | | \$1,185,369 | \$0 | \$1,292,697 | \$1,292,697 |
| 1060 | Wash Co | Miller Hill | Farmington | Gassner | Add sidewalks and bike lanes; add turn lanes at appropriate intersections | \$8,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 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 | | \$724,927 | \$0 | \$3,899,216 | \$3,899,216 |
| 1062 | Wash Co | River | Farmington | | Intersection improvement | \$3,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1063 | Wash Co | Saltzman | Laidlaw | Bayonne | Realign 2/3-lane collector road, including bridge over Bronson Creek | \$11,100,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1064 | Wash Co | Saltzman | Bayonne | Bauer Woods | Widen to 3 lanes | \$8,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1065 | Wash Co | Scholls Ferry | Beaverton- Hillsdale | Allen | Widen to 3 lanes | \$22,587,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Scholls Ferry | Hall | | Intersection capacity and signal improvements | \$2,549,139 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1067 | Wash Co | Scholls Ferry | OR 217 | 121st | Widen to 7 lanes | \$18,745,186 | 2040+ | | | \$0 | \$1,644,864 | \$1,644,864 |
| | Wash Co | Scholls Ferry | Murray | | Intersection capacity and signal improvements | \$1,390,440 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co | Springville | 185th | PCC entrance | Widen to 5 lanes | \$11,100,000 | 2014-2024 | \$6,928 | \$1,230,864 | \$449,476 | \$1,230,864 | \$1,680,340 |
| | Wash Co | Springville | PCC entrance | Kaiser | Widen to 3 lanes | \$3,600,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Wash Co | Taylors Ferry | Oleson | Washington | New 2/3-lane road | \$4,390,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| | Wash Co Wash Co | Thompson Tonquin | Saltzman 124th | Grahams Ferry | Widen to 3 lanes Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd | \$37,000,000 \$10,500,000 | 2040+ | | | \$0 \$0 | \$0 \$618 | \$0 \$618 |

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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009-Present |
|---------------|--------------|-----------------------|---------------------------------------|------------------------|---|------------------------|---|-----------------|------------------------------|----------------------|--------------------------------------|--|
| 1074 | Wash Co | Tualatin- Sherwood | Langer Farms | Teton | Widen to 5 lanes | \$49,150,000 | 2014-2024 | | | \$0 | \$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 | | | \$0 | \$0 | \$0 |
| 1076 | Wash Co | Walker | 194th extension | 185th | Widen to 5 lanes, right-of-way for turn/auxiliary lanes | \$20,000,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 1077 | Wash Co | Walker | 185th | 173rd | Widen to 5 lanes | \$9,277,449 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1078 | Wash Co | Walker | 158th | | Intersection capacity and signal improvements | \$2,549,139 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1079 | Wash Co | Walker | Murray | OR 217 | Widen to 5 lanes | \$29,758,929 | 2014-2024 | | \$774,279 | \$0 | \$3,361,941 | \$3,361,941 |
| 1080 | Wash Co | West Union | Cornelius Pass | 185th | Widen to 5 lanes | \$26,192,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 1081 | Wash Co | West Union | 185th | 143rd | Widen to 3 lanes | \$34,870,000 | 2025-2039 | | | \$0 | \$15,244 | \$15,244 |
| | Wash Co | TOTAL | | | | \$1,268,800,052 | | \$7,455 | \$5,871,595 | \$450,004 | \$25,675,829 | \$26,125,833 |
| 8600 | Wilsonville | Boones Ferry | Basalt Creek East-West Arterial | Day | Widen to 5 lanes | \$1,100,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 8601 | Wilsonville | Day | Grahams Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$4,640,000 | 2025-2039 | | | \$0 | \$0 | \$0 |
| 8602 | Wilsonville | Day | Kinsman | | Construct left turn pocket & signal | \$880,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 8603 | Wilsonville | Day | Boones Ferry | I-5 | Extend 4/5-lane arterial to I-5 | \$5,000,000 | 2040+ | | | \$0 | \$0 | \$0 |
| 8604 | Wilsonville | Elligsen | Darkway (`antar | Wilsonville city limit | Widen to 3 lanes | \$1,800,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 8605 | Wilsonville | Grahams Ferry | Clay | Calahin | Widen to 3 lanes, add double southbound left turn lane at Day | \$4,260,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 8606 | Wilsonville | Kinsman | Day | Ridder | Construct 3-lane road | \$10,400,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| 8607 | Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$850,000 | 2014-2024 | | | \$0 | \$0 | \$0 |
| | Wilsonville | TOTAL | | | | \$28,930,000 | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | TOTAL | | | | | \$2,744,066,972 | | \$1 764 949 | \$29,857,509 | \$4.040.874 | \$72.260.000 | \$78,201,783 |

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

| 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 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009- Present |
|------------|--|--|------------------------|------------------------------------|-------------------------------------|-------------------------|---|------------|---|---------------------------|---|---|-----------------|------------------------------|----------------------|--------------------------------------|---|
| Bus Line a | and Bus Stop Ir | mprovements | | | | | | | | | | | | | | | |
| 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 Pacific Hwy Near | Shelter and stop improvements to support continued development of frequent service network (Line 47) Pacific Hwy near-term shelter, stop and | \$1,875,000 | 0% | \$1,875,000 | 100% | \$1,875,000 | 100% | \$1,875,000 | 58% | \$1,080,000 | 2014-2024 | | | | | |
| 106 | Term Improvements | 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 | | | | | | |
| Transit Pr | iority Treatmer | nts | | | | | | | | | | | | | | | |
| 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 | | | | | | |
| Park & Ric | des / Transit Ce | enters | | | | | | | | | | | | | | | |
| 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 | | | | | | |
| Pedestria | n/Bicycle Acce | | | | | | | | | | | | | | | | |
| | 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 | | | | | |
| 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 | | | | | |

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

| | | | 1 | | | 1 | | | 1 | | | | | | | | |
|------------|---|--|------------------------------------|------------------------------------|---|-------------------------|---|------------|---|---------------------------|---|---|-----------------|-------------------------------|----------------------|--------------------------------------|---|
| 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 15-16 TDT | FY 15-16 Other Funding | TDT 2009- Present | Other Funding 2009- Present | Total TDT and other funding 2009- Present |
| 405 | | 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 capcity 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 | | | | | |
| | 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 | | | | | |
| Subtotal | | | \$81,521,036 | | \$80,821,036 | | \$80,821,036 | | \$72,654,432 | | \$72,654,432 | | | | | | |
| Transit Sy | stem Requiren | | T | 1 | 1 | T | Г | 1 | T | | ı | | 1 | | | | |
| 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 maintanance 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 | 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 | | | | | |
| Subtotal | | | \$19,831,000 | | \$14,831,000 | | \$11,431,000 | | \$10,631,000 | | \$8,171,376 | | | | | | |
| High Capa | acity Transit (H | | | | | | | | | | | | | | | | |
| 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. East-west HCT connecting Hillsboro and | \$1,075,000,000 | 50% | \$537,500,000 | 60% | \$322,500,000 | 100% | \$322,500,000 | 58% | \$185,760,000 | 2014-2024 | | \$457,768 | | \$938,530 | \$938,530 |
| 603 | Sunset Highway HCT | 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 | T\/ Highway | 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 | | | | | |
| 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 \$1,920,184,036 | | \$890,500,000 \$1,023,284,036 | | \$650,500,000 \$779,884,036 | | \$650,500,000 \$770,917,432 | | \$406,488,000 \$508,701,840 | | \$ - \$ - | \$457,768 \$457,768 | \$ - \$ - | \$938,530 \$938,530 | \$938,530 \$938,530 |

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Appendix C: North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report provides an overview of North Bethany Funding Plan and serves as the required North Bethany Transportation System Development Charge annual report. Therefore, the intent of the report is two-fold:

- 1) Assess the overall Funding Plan and provide a 5-year review and summary of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.
- 2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2015-16.

Overview of Recommendations

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in two years for Fiscal Year 2017-18.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, and pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

| Funding Program | Expected Revenue |
|---|------------------|
| Major Streets Transportation Improvement Program (MSTIP) | \$10,000,000 |
| Transportation Development Tax (TDT) | \$21,778,574 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 |
| North Bethany Transportation System Development Charge (NBTSDC) | \$22,466,756 |
| Pre-Existing Trust & Agency | \$1,400,000 |
| TOTAL | \$69,000,000 |

Together these funding sources would provide a total of \$69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

| Project | | | Project | Total Cost |
|---------|-----------------------------------|----------------------------|------------------|--------------|
| Number | Road | Extent | Description | Estimate |
| 1 | Shackelford Rd | West Boundary to Joss | New Collector Rd | \$9,300,000 |
| 2 | Shackelford Rd | Joss to Kaiser | New Collector Rd | \$8,800,000 |
| 3 | Springville Rd | 185 th to Joss | Improvements | \$11,100,000 |
| 4 | Springville Rd | Joss to Kaiser | Improvements | \$3,600,000 |
| 5 | Springville Rd | Kaiser to Countyline | Improvements | \$0* |
| 6 | Kaiser Rd | Shackelford to Springville | Improvements | \$7,800,000 |
| 7 | 185th Ave | Springville to West Union | Improvements | \$4,500,000 |
| 8 | Shackelford Rd | Kaiser to Countyline | Improvements | \$0* |
| 9 | Shackelford Rd | ½ Bridge over Rock Creek | Bridge | \$7,300,000 |
| 10 | 185 th and Springville | Realignment | Improvements | \$900,000 |
| 11 | Kaiser Rd | Springville to Bethany | Improvements | \$6,100,000 |
| 12 | Brugger Rd | Joss to Kaiser | Improvements | \$3,200,000 |
| 13 | Joss Rd | Shackelford to Arbor | Improvements | \$4,100,000 |
| 14 | P15 / Oats / 160 th | Springville to Brugger | Improvements | \$2,300,000 |
| | | | Total | \$69,000,000 |

^{*} The North Bethany Funding Plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows.

North Bethany and the Major Streets Transportation Improvement Program (MSTIP)

On June 23, 2015 the Board of County Commissioners approved the high-growth transportation funding program. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

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

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the \$140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County; the remaining one-third will be funded by the cities and by development. The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel" – trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets
 Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds
 will allow improvements to be made proactively before the deficient roadways become
 problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of \$35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance (\$7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union (\$4,000,000 in MSTIP funding)

While the total of \$11.83M in MSTIP is more than the initial \$10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. The \$10M is looked at as a minimum commitment from MSTIP. Therefore, the MSTIP commitment has been honored. Additional information about the MSTIP high-growth funding program is available at:

http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan allocated 75% of the total TDT revenue anticipated from North Bethany to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. The revenue and credits expected for the TDT component of the North Bethany Funding Plan was: \$21,778,574. Table 4 shows the estimated TDT revenue from North Bethany and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue

| | Estimated | |
|-------------|--------------|----------------|
| Fiscal Year | TDT Revenue* | 75% Allocation |
| FY 14-15 | \$1,141,678 | \$856,258 |
| FY 15-16 | \$2,614,654 | \$1,960,990 |
| Total | \$3,756,331 | \$2,817,248 |

^{*} Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

Three TDT Credits have been issued in North Bethany for a total of \$365,845.

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in **\$2,451,403**. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of \$1.25 per/\$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

| Fiscal Year | Total Assessed Valuation | Service District Revenue | Running Total |
|-------------|--------------------------|--------------------------|---------------|
| FY 11-12 | \$26,240,000 | \$47,519 | \$47,519 |
| FY 12-13 | \$26,270,000 | \$31,849 | \$79,368 |
| FY 13-14 | \$28,180,000 | \$35,728 | \$115,096 |
| FY 14-15 | \$43,790,000 | \$73,029 | \$188,125 |
| FY 15-16 | \$80,730,000 | \$101,655 | \$289,780 |

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan to MSTIP

In particular, one project (P15 / Oats / 160th Srpingville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the County Service District to the MSTIP program. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

North Bethany Transportation System Development Charge

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.

Revenue

Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2015 through June 2016 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 6: Revenue Receipts by Month

| Month | Revenue Payment | Interest Earned |
|----------------|-----------------|-----------------|
| July 2015 | \$195,929 | -\$327.66 |
| August 2015 | \$73,016 | \$349.73 |
| September 2015 | \$158,190 | \$411.41 |
| October 2015 | \$75,440 | \$559.75 |
| November 2015 | \$30,497 | \$466.30 |
| December 2015 | \$244,486 | \$627.82 |
| January 2016 | \$238,407 | \$771.94 |
| February 2016 | \$354,554 | \$946.47 |
| March 2016 | \$268,972 | \$1,221.35 |
| April 2016 | \$109,239 | \$1,317.45 |
| May 2016 | \$116,147 | \$1,461.35 |
| June 2016 | \$122,260 | \$6,236.14 |
| Total | \$1,987,137 | \$14,069.05 |

Figure 1 displays the revenue receipts and interest earned by month.

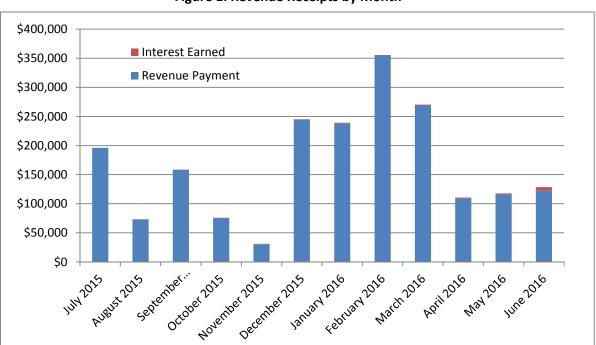


Figure 1: Revenue Receipts by Month

North Bethany Transportation System Development Charge 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 7 shows the NBTSDC credits issued through June 30, 2016.

Table 7: North Bethany Transportation System Development Charge Credits*

| | 10.0.0 | = = =, | т. ш.торот си.т. | c , c = c | | t charge creates | |
|------------------|-------------------------|-----------|--------------------------------------|----------------------------|---------------|--|-----------------------------------|
| Credit Number | Improvement | Property | Name of Development | Credit Amount Issued | Issue Date | Credit Used in FY 15-16 | Credit Remaining on 6/30/16 |
| Prior Years* | | | | \$258,219 | | | |
| NB15-001 | Shackelford Rd | DR Horton | Bethany Abbey Heights 1 & 2 | \$400,254 | 11/20/15 | \$397,345 | \$2,908 |
| NB15-002 | Shackelford Rd | DR Horton | Bethany Commons at Abbey Creek | \$114,491 | 12/9/15 | \$114,490 | \$0 |
| NB15-003 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek | \$71,871 | 12/9/15 | \$44,413 used \$27,457 Transfer to NB15-003A | \$0 |
| NB15-003A | From NB15-003 | DR Horton | Meadows at Abbey Creek | Transfer from NB15-003 | 4/22/16 | \$27,457 | \$0 |
| NB16-001 | Brugger Rd & Joss Rd | DR Horton | Commons at Abbey Creek #2 | \$62,000 | 3/15/16 | \$61,130 used \$870 Transfer to NB16-00aA | \$0 |
| NB16-001A | From NB16-001 | DR Horton | Meadows at Abbey Creek | Transfer from NB16-001 | 4/21/16 | \$870 | \$0 |
| NB16-002 | Brugger Rd & Joss Rd | DR Horton | Bethany Abbey Meadows | \$31,360 | 4/15/16 | \$31,360 | \$0 |
| FY 1 | 5-16 Total | | | \$679,976* | | \$677,066 | \$2,908 |

^{*} Credits from prior fiscal years are shown in gray and not included in the total.

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 2015 and June 2016.

Construction Cost Index

The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in constructions 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. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC revenue from FY 14-15 was \$867,675 the total revenue from FY 15-16 was \$1,987,137 therefore the total revenue received is \$2,854,812, adding the interest on investments results in a balance as of June 30, 2016 of \$2,868,881. Additionally two credits issued worth \$258,219 were issued in FY 14-15 and five credits worth \$679,976 were issued in FY 15-16. Therefore a total of \$938,195 in credits were been issued as of June 30, 2016. The combined revenue plus interest and credits, results in a total of \$3,807,075 in total activity from the North Bethany Transportation System Charge through June 30, 2016.

North Bethany Funding Plan Revenue Source Summary

Table 8 summarizes the North Bethany Funding programs through June 30, 2016.

Table 8: Summary of North Bethany Revenue Sources

| | Anticipated in Funding Plan | Actual though June 30, 2016 ¹ |
|---|-----------------------------|---|
| Major Streets Transportation Improvement Program (MSTIP)* | \$10,000,000 | \$10,000,000 |
| Transportation Development Tax (TDT)** | \$21,778,574 | \$2,818,840 |
| North Bethany County Service District for Roads (NBCSD) | \$13,354,670 | \$289,780 |
| North Bethany Transportation System Development Charge (NBTSDC) | \$22,466,756 | \$3,807,075 |
| Pre-Existing Trust & Agency | \$1,400,000 | \$1,400,000 |
| Total | \$69,000,000 | \$18,315,695 |

¹⁾ Includes revenue plus interest and credits

^{*} Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

^{**} Estimated from NBTSDC receipts plus credits

Review of North Bethany Development

Prior to FY 14-15 no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and many of these proposals have been approved. Construction within these approved developments has begun and over 800 units were issued final approval prior to June 30, 2016.

Payment of the four funding programs included in the North Bethany Funding Plan does not occur until after development construction. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges at time of final building permit
- Increased valuation and payment of property taxes

Revenue for construction, which does not occur as a requirement of development approval, is NOT available until after the development has occurred. Figure 2, displays the development permits and status as of June 30, 2016.

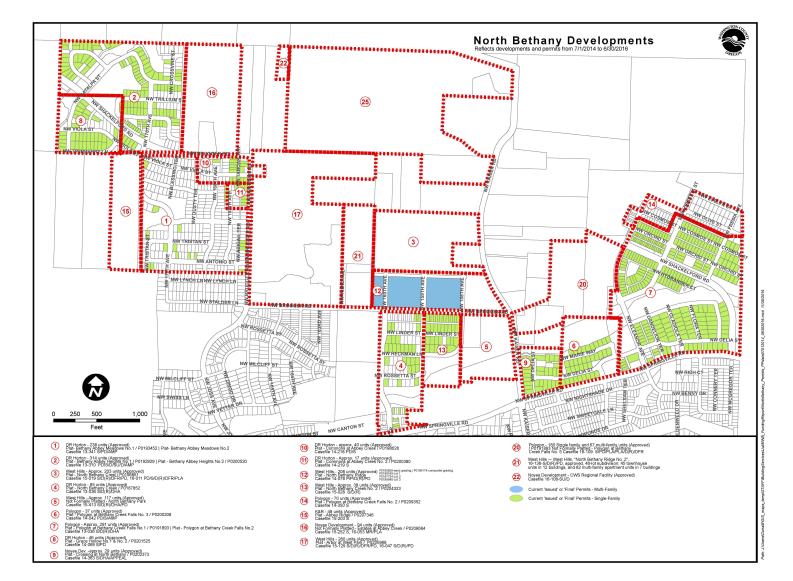


Figure 2: Development as of June 30, 2016

North Bethany Development Analysis

As shown in figure 2, considerable development has been initiated but funds have not yet been contributed to the North Bethany Funding Plan. Please note that areas 22 and 25 are in for approval but the number of expected units has not yet been determined at the time of this report. Table 9 shows the residential development expected in the Funding Plan as compared to the units approved and finalized through June 30, 2016.

| Table 9: | Residential | Develo | pment |
|----------|-------------|--------|-------|
|----------|-------------|--------|-------|

| Unit Type | Units Expected in Funding Plan | Units Initiated, June 30, 2016 | Units Final, June 30, 2016 |
|------------------------|--------------------------------|-----------------------------------|-------------------------------|
| Single Family Detached | 1,437 | 2,172* | 290 |
| Single Family Attached | 1,534 | 2,172 | 306 |
| Multifamily | 1,218 | 357 | 252 |
| Total | 4,189 | 2,529 | 848 |

^{*}Single Family residential approvals are not distinguished between attached and detached structures

Approximately 60% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 50% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area.

Given the remaining land area available, it seems reasonable that the units expected in the North Bethany Funding can be achieved. It is the recommendation of this report to continue to monitor North Bethany development by type to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2016 one capital project had been completed and credits had been issued for parts of four other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 10 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2016 and figure 3 shows the same roadway improvements in a map form.

Table 10: North Bethany Road Project Analysis

| | Table 10. North Bethany Road Project Analysis | | | | | | | | |
|---------|---|-------------------------------|--------------|-------------|--|--|--|--|--|
| Project | | | Total Cost | | Credit Vouchers | | | | |
| Number | Road | Extent | Estimate | Investment* | Issued | | | | |
| 1 | Shackelford Rd | West Boundary to Joss | \$9,300,000 | \$720,195 | TDT15-05, TDT15-06, NB15-001 & NB15-002 | | | | |
| 2 | Shackelford Rd | Joss to Kaiser | \$8,800,000 | | | | | | |
| 3 | Springville Rd | 185 th to Joss | \$11,100,000 | | | | | | |
| 4 | Springville Rd | Joss to Kaiser | \$3,600,000 | \$160,393 | TDT14-04 | | | | |
| 5 | Springville Rd | Kaiser to Countyline | \$0 | | | | | | |
| 6 | Kaiser Rd | Shackelford to Springville | \$7,800,000 | | | | | | |
| 7 | 185th Ave | Springville to West Union | \$4,500,000 | | | | | | |
| 8 | Shackelford Rd | Kaiser to Countyline | \$0 | | | | | | |
| 9 | Shackelford Rd | ½ Bridge over Rock Creek | \$7,300,000 | | | | | | |
| 10 | 185 th and Springville | Realignment | \$900,000 | | | | | | |
| 11 | Kaiser Rd | Springville to Bethany | \$6,100,000 | | | | | | |
| 12 | Brugger Rd | Joss to Kaiser | \$3,200,000 | \$77,822 | NB14-02 | | | | |
| 13 | Joss Rd | Shackelford to Arbor | \$4,100,000 | \$165,230 | NB15-003, NB16-001 & NB16-002 | | | | |
| 14 | P15 / Oats / 160 th | Springville to Brugger | \$2,300,000 | \$2,480,397 | NB14-01 | | | | |
| | | Total | \$69,000,000 | \$3,604,037 | | | | | |
| | | | | | | | | | |

^{*} As of June 30, 2016, includes public construction and/or credits issued.

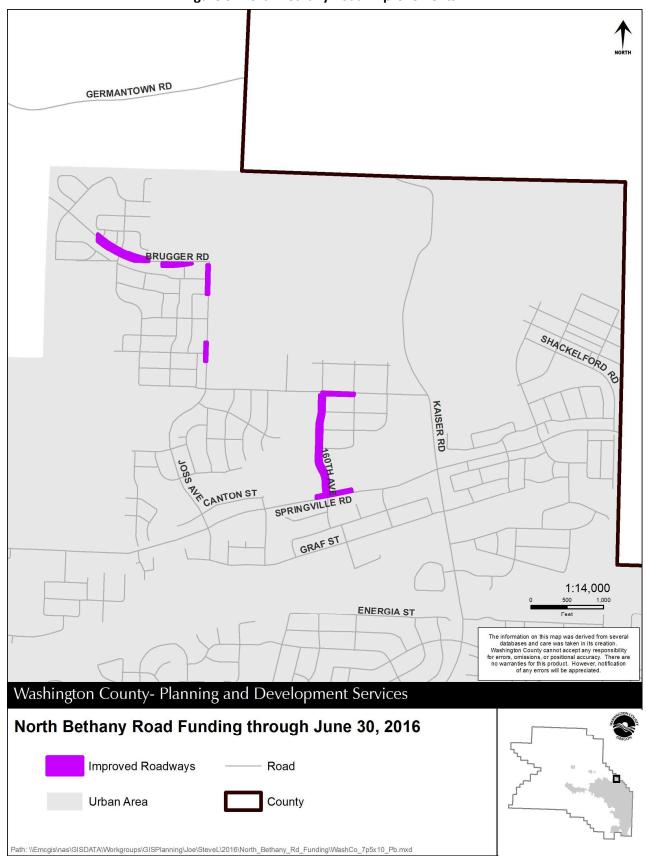


Figure 3: North Bethany Road Improvements

North Bethany Project Costs

Washington County engineering staff has been diligently working to implement funded projects. There has not been an opportunity or resources available to update the North Bethany Transportation Improvement cost estimates for this report. Review of project costs countywide based on the TDT index and current construction costs bids, suggests that project costs have remained relatively flat through the time period of this report (i.e. through June 30, 2016). Washington County engineering staff expects that inflation related construction cost expenditures will increase going forward.

Given these limitations this report assumes that construction costs remain unchanged through June 2016. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.

Conclusions and Recommendations

The North Bethany Funding Plan considered that development would occur in North Bethany uniformly over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not available.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2016 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan in two years for Fiscal Year 2017-18.

This report provides three recommendations:

- 1. Continue to monitor North Bethany development by type to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
- 2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
- 3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in two years for Fiscal Year 2017-18.

Appendix D Bonny Slope West Transportation System Development Charge Annual Report - Fiscal Year 2015-2016

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure that will make development possible.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2015-2016.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2015-2016 SUMMARY

| | FY 2015 – 2016 |
|----------------------------|----------------|
| Starting Balance 1/19/2016 | \$0.00 |
| Revenue | \$0.00 |
| Investment Earnings | \$0.00 |
| Expenditures | \$0.00 |
| Ending Balance 6/30/2016 | \$0.00 |

No credits have been issued and no projects have been completed prior to June 30, 2016.



Washington County

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Transportation Development Tax

Fiscal Year 2014-2015 Annual Report

July 1, 2014 through June 30, 2015

Washington County
Department of Land Use
& Transportation

December 2015

Board of County Commissioners

Andy Duyck, Chair

Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Andy Back, Manager, Planning and Development Services
Gary Stockhoff, County Engineer

Project Staff

Nancy Abdill, Senior Management Analyst Joel Cvetko, Planning Assistant Steve L. Kelley, Senior Planner Dan Mulcahy, Management Analyst Karen Savage, Senior Planner Steve Szigethy, Principal Planner

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, 72nd 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* |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Index Components | | | | | | | | | | | | | |
| Materials Component | | | | | | | | | | | | | |
| National Highway CCI | | 1.0031 | 1.0664 | 1.1788 | 1.3492 | 1.2899 | 1.2948 | 1.0970 | 1.0617 | 1.0728 | 1.1624 | 1.1029 | 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% |
| Labor Component | | | | | | | | | | | | | |
| BLS Employment Cost Index | 90.1 | 93.5 | 96.7 | 100 | 103.6 | 107.6 | 110.9 | 111.7 | 113.6 | 116.4 | 117.6 | 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% |
| Right-of-Way Component | | | | | | | | | | | | | |
| Avg. Total Real Market Value | \$270,176 | \$279,865 | \$308,772 | \$315,784 | \$342,179 | \$399,958 | \$435,632 | \$412,268 | \$391,972 | \$374,922 | \$365,516 | \$407,690 | \$ 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% |
| Weighted Average Index | | | | | | 2.74% | 5.39% | 2.37% | 0.79% | -1.113% | -1.195% | -1.516% | 0.962% |

<-----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

| Jurisdiction | Additions | Deletions | Modifications |
|-------------------|-----------|-----------|---------------|
| 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 |
| TOTAL | 160 | 79 | 149 |

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

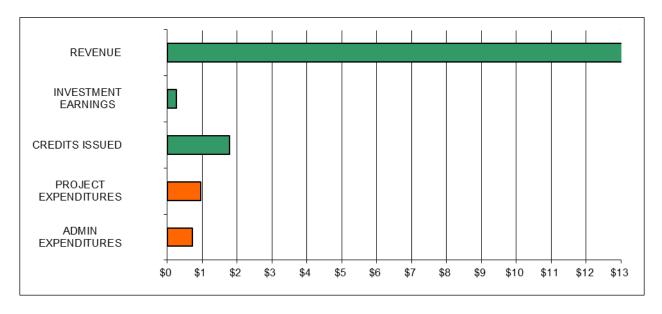
Countywide Total TDT Activity and Balance

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.

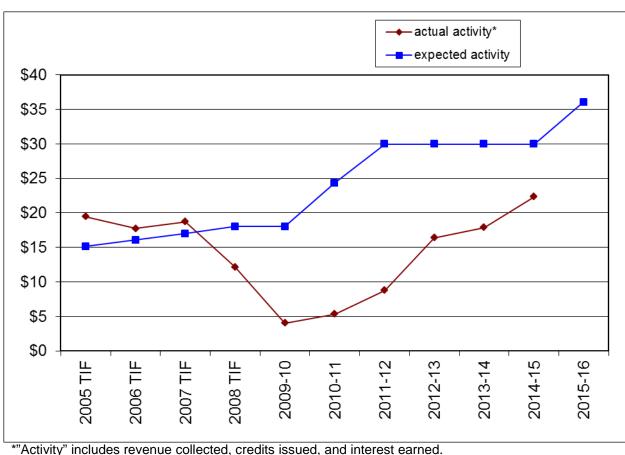
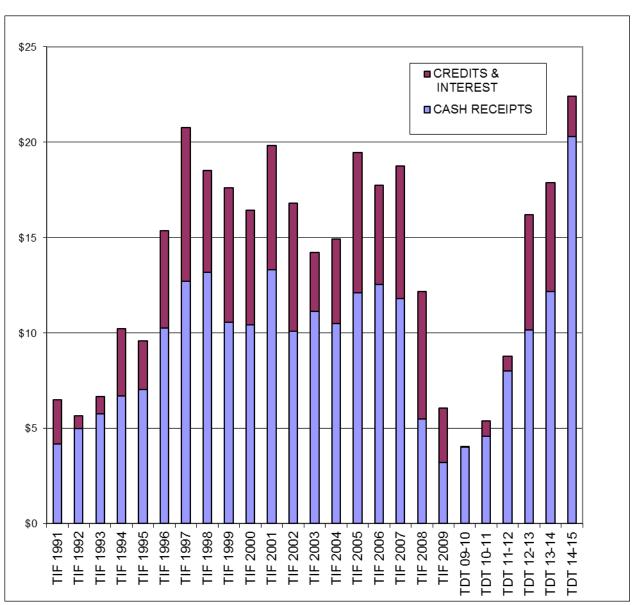


FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY* (Reported in millions of \$'s)

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).

\$5.00 \$4.58 \$4.50 \$4.00 \$3.50 \$3.00 \$2.43 \$2.50 \$2.14 \$2.00 \$1.71 \$1.63 \$1.43 \$1.38 \$1.50 \$1.37 \$1.30 \$0.90 \$0.87 \$1.00 \$0.55 \$0.50 \$-JANUARY 2015 FEBRUARY 2015 MARCH 2015 MAY 2015 JULY 2014 SEPTEMBER 2014 OCTOBER 2014 NOVEMBER 2014 DECEMBER 2014 **APRIL 2015** JUNE 2015 AUGUST 2014

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 205th 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 | Ea | nterest rnings & ransfers | | Credits ssued* | | "Total Activity" | roject & Admin xpenses | Ва | alance 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 | \$ | ı | \$ | 1,626,957 | \$ - | \$ | 4,158,652 |
| Washington County | \$10,869,680 | \$ 8,459,982 | \$ | 89,117 | \$ 1 | 1,274,067 | \$ | 9,823,166 | \$ 436,555 | \$ | 18,982,224 |
| Wilsonville | \$ 276,497 | \$ 43,702 | \$ | 1,476 | \$ | - | \$ | 45,178 | \$ - | \$ | 321,675 |
| Countywide Total | \$35,607,849 | \$20,302,835 | \$ | 315,699 | \$ 1 | 1,792,362 | \$2 | 22,410,896 | \$ 1,687,731 | \$ | 54,538,650 |

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2014-15

(Does not include credits, interest earnings or fund transfers)

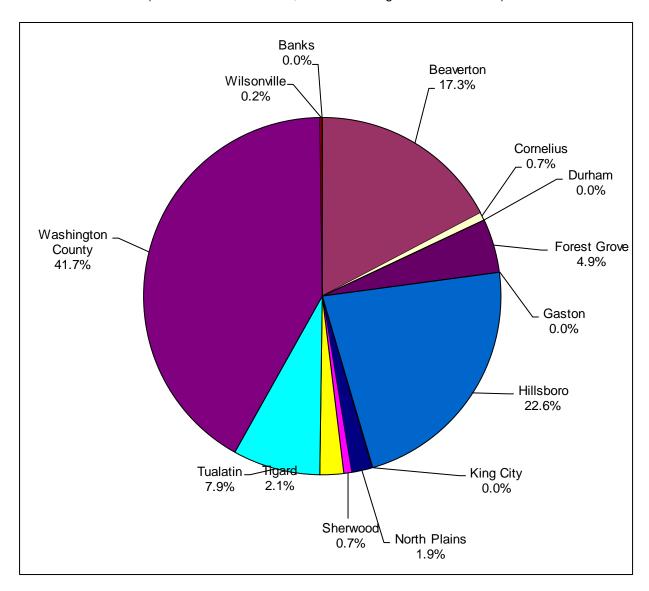
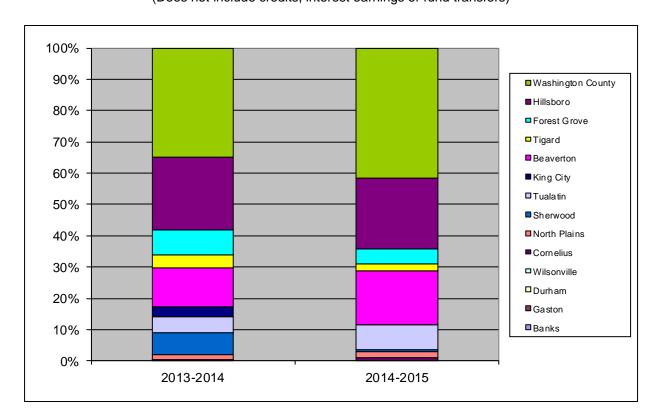


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2013-14 and FY 2014-15 (Does not include credits, interest earnings or fund transfers)



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 72nd 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 185th and 173rd 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)

| | Remaining SDC | Total New ADT Person | SDC-Eligible Cost per New Person | Captured Cost per New Person Trip- | |
|--------------------|-----------------|-------------------------|--|--|--------------|
| Type of Cost | Eligible Costs | Trip-Ends | Trip-End | 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.

| Project ID | Jurisdiction | Facility | From | То | Project | igible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14-15 Other | Γ 2009- esent | her 2009- Present | tal 2009- Present |
|---------------|--------------|-------------------------|--|--------------------------------------|--|----------------------|---|--------------|----------------|------------------|--------------------------|----------------------|
| 2000 | Beaverton | 114th/115th | MAX Light Rail | Beaverton- Hillsdale/ Griffith | Construct 2-lane multimodal | \$ 11,040,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Beaverton | 120th | Center | Canyon | Construct 2-lane multimodal | \$ 9,825,600 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | 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 | Farmington to n | Scholls Ferry; Co orth of Walker; H Hills; Farmington: Murray | all: SB OR 217 | 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 | | | \$ _ | \$ | \$ - |

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|---------|--------------|----------------|--------------------------|----------------|---|------|------------|-----------------------|---------------|-----------------|----|----------|-----|----------|-----|----------|
| | | | | | | | | Estimated | | | | | | | | |
| Project | | | | | | Elic | gible SDC | Project Completion | | | тг | DT 2009- | Oth | er 2009- | Tot | al 2009- |
| ID | Jurisdiction | Facility | From | То | Project | | Amount | Timeframe | EV 1/1-15 TDT | FY 14-15 Other | | Present | | resent | | resent |
| טו | Julisuiction | 1 actility | 1 10111 | 10 | · | , | Amount | Timename | 11 14-13 101 | 1 1 14-13 Other | _ | resent | Г | resent | F | leselit |
| | | | | | Add dual EB left turn lanes; Add | | | | | | | | | | | |
| 2021 | Beaverton | Butner | Cedar Hills | | single EB right turn lane; Modify | \$ | 1,430,000 | 2014-2024 | | | | | | | | |
| | | | | | signal; Interconnect to US26 | | | | | | Φ. | | Φ. | | Φ. | |
| 2022 | Danisatas | 0 | 4704 | OD 047 | interchange signals | Φ. | 4 000 000 | 2014 2024 | | | \$ | - | \$ | <u>-</u> | \$ | |
| | 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 | | | \$ | - | Ъ | - | \$ | - |
| 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 | | | \$ | | ¢. | _ | \$ | |
| | | | Celeste | | 300 north of Celeste | | | | | | Ф | - | Ф | | Ф | - |
| 2025 | Beaverton | Cedar Hills | Barnes | US 26 WB | Add SB multi-use bike/ped facility | \$ | 250,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | | | | | Add NB aux lane to Barnes; Add | | | | | | | | | | | |
| | | | | | bike/ped tunnel under WB on | | | | | | | | | | | |
| 2026 | Beaverton | Cedar Hills | US 26 WB | | ramp; Modify WB offramp lane | \$ | 1,000,000 | 2014-2024 | | | | | | | | |
| | | | | | assignments; Modify and | | | | | | | | | | | |
| | | | | | interconnect signals | | | | | | \$ | - | \$ | - | \$ | - |
| 2027 | Beaverton | Cedar Hills | US 26 WB | US 26 EB | Construct sidewalks and bike | \$ | 670,000 | 2014-2024 | | | | | | | | |
| 2021 | Doavonon | Coddi Tillio | 00 20 11 2 | 00 20 25 | lanes | Ψ | 0,000 | 20112021 | | | \$ | - | \$ | - | \$ | - |
| | | | | | Construct dual SB left turn lanes | | | | | | | | | | | |
| | _ | | | | and EB aux lane; Construct EB left | _ | | | | | | | | | | |
| 2028 | Beaverton | Cedar Hills | US 26 EB | | and right turn lanes; Construct | \$ | 1,770,000 | 2014-2024 | | | | | | | | |
| | | | | | signals and interconnect | | | | | | | | | | | |
| | | | | | 9 | | | | | | \$ | - | \$ | - | \$ | - |
| | | | | | Convert NB right turn lane into Th- | | | | | | | | | | | |
| 2029 | Beaverton | Cedar Hills | US 26 EB | Butner | Rt Aux lane to US26 EB with ped | \$ | 448,000 | 2014-2024 | | | | | | | | |
| | | | | | island; Add sidewalk and bike | | | | | | Φ. | | Φ. | | Φ. | |
| | | | | | lanes Add double left turn lanes on all | | | | | | \$ | - | \$ | - | \$ | - |
| 2030 | Beaverton | Cedar Hills | Walker | | 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 | | | \$ | | \$ | | \$ | - |
| | Beaverton | Cedar Hills | Jenkins | rannington | Turn lanes, signal improvements | \$ | 2,550,240 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | Cedar Hills | Hall | | Add NB rt turn lane | \$ | 728,640 | | | | \$ | _ | \$ | - | \$ | _ |
| | | | | | Add aux lanes at all intersection | | | | | | Ψ | | Ψ | | Ψ | |
| 2034 | Beaverton | Cornell | 113th | | approaches; Modify traffic signal | \$ | 700,000 | 2014-2024 | | | \$ | _ | \$ | _ | \$ | _ |
| 2035 | Beaverton | Cornell | 107th | | Construct traffic signal | \$ | 360,000 | 2014-2024 | | | \$ | _ | \$ | - | \$ | - |
| | Beaverton | Crescent | Rose Biggi | Cedar Hills | Extend 2-lane multimodal | \$ | 3.864.000 | 2014-2024 | | | \$ | _ | \$ | 65,237 | \$ | 65,237 |
| | Beaverton | Davies | Scholls Ferry | Barrows | Extend 2-lane multimodal | \$ | 5,409,600 | 2014-2024 | | | \$ | - | \$ | | \$ | - |
| | | Dawson/ | <i>'</i> | l . | | | , , | | | | | | | | | |
| 2038 | Beaverton | Westgate | Rose Biggi | Hocken | Extend 2-lane multimodal | \$ | 9,825,600 | 2014-2024 | | | \$ | 220,137 | \$ | 31,576 | \$ | 251,713 |
| 2030 | Beaverton | Denney | Hall | Scholls Ferry | Add turn lanes, bike lanes & | \$ | 6,734,400 | 2014-2024 | | | | | | | | |
| | | | | Ocholis i erry | signalize | * | | | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | Farmington | Cedar Hills | | Turn lanes, signal improvements | \$ | 3,036,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | Farmington | Lombard | | Add NB rt turn lane | \$ | 1,689,120 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | Hall extension | to Jenkins | | Construct 2 or 4 lane | \$ | 15,897,600 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Beaverton | Hall | Hocken | Cedar Hills | Extend 2-lane multimodal | \$ | 6,072,000 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| | 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 | | | \$ | - | Ъ | - | \$ | - |
| 2046 | Beaverton | Hall | Allen | | Add EB&WB rt turn lanes, NB&SB | \$ | 2,373,600 | 2025-2039 | | | \$ | | æ | | \$ | |
| 2047 | Beaverton | Hall | Denney | | double lefts Turn lanes, signal improvements | \$ | 850,080 | 2025-2039 | | | \$ | - | \$ | <u> </u> | \$ | - |
| | | | 500' south of | | | | | | | | φ | - | φ | | Ψ | |
| 2048 | Beaverton | Hall | Allen | 12th | Add turn lanes, bike lanes | \$ | 6,734,400 | 2014-2024 | | | \$ | _ | \$ | _ | \$ | _ |
| 65.15 | D (| | | | | • | 40.070.45 | 0044 000 : | | | Ψ | | Ψ | | Ψ | |
| 2049 | Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$ | 18,878,400 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |

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| | | | | | | | | | | 1 | | | | |
|---------------|--------------|------------------------------|---------------------------------|------------------|---|----|-----------------------|---|--------------|-------|-----------|---------------------|--------------------------|-----------------------|
| Project ID | Jurisdiction | Facility | From | To | Project | El | ligible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14 | -15 Other | DT 2009- Present | her 2009- Present | otal 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 multimoal | \$ | 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 | | | | \$ - | \$ - | \$ - |
| | 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 | | | | \$ - | \$ - | \$ - |
| | 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 | | | - | \$ <u>-</u> | \$ _ | \$ - |
| 7005 | Cornelius | Forest Grove Connectivity | East Forest Grove 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 | То | Project | gible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TD | Γ FY 14 | 1-15 Other | T 2009- resent | | er 2009- esent | _ | tal 2009- Present |
|---------------|--------------|-----------------------|----------------------|------------------------|--|---------------------|--|-------------|---------|------------|-------------------|------|-------------------|----|----------------------|
| 8000 | Durham | Upper Boones Ferry | At Tualatin River | | Add 2 through lanes (Durham share of cost only) | \$ 342,857 | 2014-2024 | \$ 11,00 | 0 | | \$ 11,000 | \$ | - | \$ | 11,000 |
| | Durham | TOTAL | | | | \$ 342,857 | | \$ 11,00 |) \$ | | \$ 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 | В | 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 Amberglen 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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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14-15 Other | 2009- esent | r 2009- esent | al 2009- resent |
|---------------|--------------|------------------------|-------------------------------|-----------------|---|------------------------|---|--------------|----------------|----------------|----------------------|--------------------|
| | Hillsboro | 209th | Blanton | | Signalize; turn lane improvements | \$ 671,000 | | | | \$ - | \$ - | \$ - |
| 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 | | | \$ - | \$ - | \$ - |
| | Hillsboro | 229th | TV Hwy | | Close south leg and modify signal | \$ 935,000 | | | | \$ _ | \$ | \$ _ |
| 3018 | Hillsboro | 229th | Alexander | Kinnaman | Widen to 3 lanes | \$ 4.126.000 | 2014-2024 | | | \$ | \$ - | \$ - |
| | Hillsboro | 229th/Century | Kinnaman | | construct roundabout | \$ 1,027,000 | | | | \$ _ | \$ _ | \$ _ |
| | Hillsboro | 229th | Kinnaman | Rosedale | Widen to 3 lanes; Realign and construct Butternut Creek bridge | \$ 16,007,000 | | | | \$ - | \$ | \$ _ |
| 3021 | Hillsboro | 229th | Vermont | | Construct roundabout | \$ 1,046,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| | Hillsboro | 231st | MAX Light Rail | Baseline | Widen to 3 lanes | \$ 6,800,000 | | | | \$ - | \$ - | \$ _ |
| | Hillsboro | 231st | Cornell | Campus Way | Widen to 5 lanes with multimodal improvements | \$ 170,000 | | | | \$ 33,425 | \$ - | \$ 33,425 |
| 3024 | Hillsboro | 231st | Campus Way | Cherry | Construct southbound cycle track and west pedestrian improvements | \$ 60,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | 231st | MAX Light Rail | | Signal & pedestrian crossing improvements | \$ 225,000 | | | | \$ - | \$ - | \$ - |
| | Hillsboro | 234th | Johnson | | Signalize | \$ 364,000 | | | | \$ - | \$ - | \$ - |
| 3027 | Hillsboro | 253rd | Meek | Evergreen | New 3-lane collector | \$ 12,000,000 | | | | \$ - | \$ - | \$ - |
| 3028 | Hillsboro | 253rd | Huffman | | Signalize | \$ 364,000 | | | | \$ - | \$ - | \$ - |
| 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 | Ŭ | Signalize | \$ 364,000 | 2025-2039 | | | \$ - | \$ - | \$ - |
| 3033 | Hillsboro | 264th | Evergreen | | Signalize | \$ 364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Airport (Butler) | Brookwood | Dawson Cr | Widen to 3 lane | \$ 600,000 | | | | \$ - | \$ - | \$ - |
| 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 | | | \$ ii. | \$ ii. | \$ = |
| 3037 | Hillsboro | Alexander Extension | West Neighborhood Route | | Signalize | \$ 364,000 | 2014-2024 | | | \$ - | \$ - | \$ - |
| | Hillsboro | Aloclek | Amberwood | Cornelius Pass | | \$ 3,909,666 | | | | \$ - | \$ 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 | | | \$ - | \$ - | \$ - |

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| Project ID | Jurisdiction | Facility | From | To | Project | igible SDC Amount | Estimated Project Completion Timeframe | FY 1 | 4-15 TDT | FY 1 | 4-15 Other | OT 2009- Present | 0 | ther 2009- Present | otal 2009- Present |
|---------------|------------------------|---------------------|-----------------------|--------------------|--|----------------------|---|------|----------|----------|------------|---------------------|----|-----------------------|-----------------------|
| | Hillsboro | Brookwood | US 26 | Evergreen | Widen to 7 lanes, add turn lanes and aux lanes at Evergreen Add SB through lane, Add EB and | \$ 15,000,000 | 2014-2024 | | | \$ | 2,697,586 | \$ - | \$ | 2,697,586 | \$ 2,697,586 |
| 3045 | Hillsboro | Brookwood | Cornell | | 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 | | | | | \$ - | \$ | | \$ - |
| | Hillsboro | Cornelius Pass | Alexander/ Blanton | | Signalize and add turn lanes | \$ 724,000 | 2014-2024 | | | | | \$ - | \$ | - | \$ - |
| | Hillsboro | Cornelius Pass | Kinnaman | | Signalize | \$ 364,000 | 2014-2024 | | | | | \$ - | \$ | - | \$ - |
| 3059 | Hillsboro | Cornelius Pass | McInnis Lane | | Signalize | \$ 364,000 | 2014-2024 | | | | | \$ - | \$ | - | \$ - |
| | Hillsboro | Cornelius Pass | Butternut Creek | | Signalize | \$ 364,000 | 2014-2024 | | | | | \$ - | \$ | - | \$ - |
| | Hillsboro | Cornelius Pass | Deline | | Signalize | \$ 364,000 | 2014-2024 | | | | | \$ - | \$ | - | \$ - |
| | Hillsboro | Cornelius Pass | Vermont | | Signalize | \$ 364,000 | 2014-2024 | | | <u> </u> | | \$ - | \$ | - | \$ - |
| | Hillsboro | Cornelius Pass | Murphy Lane | | Signalize | \$ 364,000 | 2025-2039 | | | <u> </u> | | \$ - | \$ | - | \$ - |
| | Hillsboro Hillsboro | Cornell Cornell | Rosedale Arrington | Main | Construct roundabout Widen 5 lane, Construct Intersection capacity/signal improvements | \$ 1,408,000 | 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 | | | | | \$ | \$ | 45,710 | \$ 45,710 |
| 3067 | Hillsboro | Cornell | Amberbrook | | Signalize | \$ 364,000 | 2014-2024 | | | | | \$ - | \$ | - | \$ _ |
| | 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 | | | | | \$ - | \$ | _ | \$ - |

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| | | | | | | | | | | 1 | | | | | | |
|---------------|--------------|------------------------|-------------------------------|----------------|--|----|-----------------------|---|--------------|---------------------------------------|----|------------------|----|----------------------|----|-----------------------|
| Project ID | Jurisdiction | Facility | From | To | Project | | ible SDC mount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14-15 Other | | - 2009- esent | | ner 2009- Present | | ital 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 | | | \$ | - | \$ | <u>-</u> | \$ | - |
| 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 | | | \$ | - | \$ | - | \$ | - |
| | 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 | | 1 | \$ | - | \$ | 63,625 | \$ | 63,625 |
| | 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 | | | \$ | - | \$ | - | \$ | - |
| | Hillsboro | Rosedale | 229th | 209th | Widen to 3 lanes | \$ | 4,986,000 | 2025-2039 | | | \$ | - | \$ | _ | \$ | - |
| | Hillsboro | Rosedale | 209th | | Signalize | \$ | 364.000 | 2014-2024 | | 1 | \$ | - | \$ | _ | \$ | _ |
| 0031 | 1 111130010 | i voseuale | 20001 | 1 | Orginanza | Ψ | JU -1 ,000 | 2017 2024 | | l . | Ψ | | Ψ | | Ψ | |

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| Project ID | Jurisdiction | Facility | From | То | Project | E | ligible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14-15 Other | DT 2009- Present | ner 2009- Present | otal 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 |
| | Hillsboro | TOTAL | | | Widon street, add parking, bike | | 419,420,466 | | \$ 23,021 | \$ 5,373,926 | \$ 151,160 | \$ 7,689,006 | \$ 7,840,165 |
| 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 |
| | North Plains | TOTAL | | | | \$ | 5,255,327 | | \$ 32,144 | \$ - | \$ 32,144 | \$ - | \$ 32,144 |
| 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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| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14-15 Other | TDT 20 | | Other 2009- Present | | tal 2009- Present |
|---------------|--------------|-----------------------------------|--|------------|---|------------------------|---|--------------|----------------|--------|---|------------------------|------|----------------------|
| 4009 | Sherwood | Cedar Brook | Elwert | Handley | Construct 2-lane collector road Improve 3-leg intersection, | \$ 13,000,000 | 2025-2039 | | | \$ | - | \$ - | \$ | - |
| 4010 | Sherwood | Edy | Borchers | | 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 | | | \$ | | \$ 109,75 | 7 \$ | 109,757 |
| 4023 | Sherwood | Oregon | Tonquin | | Construct roundabout north of Oregon St/Murdock Roundabout | \$ 2,940,000 | 2014-2024 | | | \$ | - | \$ - | \$ | - |

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| | | | 1 | 1 | | | | | | | ı | | | | | |
|---------------|--------------|--|-----------------------|-------------|--|----|----------------------|---|---------|--------|----------------|----|---------------------|--------------------------|----|----------------------|
| Project ID | Jurisdiction | Facility | From | То | Project | | igible SDC Amount | Estimated Project Completion Timeframe | FY 14-1 | 15 TDT | FY 14-15 Other | | DT 2009- Present | her 2009- Present | | tal 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 | | | | 386,233 | 2025-2039 | | | | \$ | - | \$ - | \$ | _ |
| 4027 | Sherwood | Sunset | Main | | | \$ | 250,000 | 2025-2039 | | | | \$ | - | \$ - | \$ | - |
| | 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 | | | | \$ | _ | \$ - | \$ | _ |
| | Sherwood | TOTAL | | | | \$ | 150,459,299 | | \$ | - | \$ - | \$ | - | \$ 189,870 | \$ | 189,870 |
| 5000 | Tigard | 68th | OR 99W | | Turn lanes | \$ | 2.394.646 | 2025-2039 | | | • | \$ | _ | \$ | \$ | - |
| | Tigard | 68th | Atlanta | Haines | New signal system | \$ | 173,805 | 2025-2039 | | | | \$ | - | \$ _ | \$ | _ |
| | Tigard | 72nd | OR 99W | riamoo | Turn lanes | \$ | 772.466 | 2025-2039 | | | | \$ | _ | \$ _ | \$ | _ |
| | Tigard | 72nd | OR 99W | Hunziker | Widen to 5 lanes | \$ | 9,269,598 | 2014-2024 | | | | \$ | - | \$ _ | \$ | - |
| | 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 | | | | \$ | - | \$ - | \$ | - |
| | Tigard | 72nd | | Bonita | Complete missing sidewalks and bike lanes | \$ | 7,261,185 | 2014-2024 | | | | \$ | - | \$ - | \$ | - |
| | Tigard | 72nd | Bonita | | Intersection improvement | \$ | 998,380 | 2025-2039 | | | | \$ | - | \$ - | \$ | - |
| | 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 | | | | \$ | - | \$ - | \$ | - |
| | 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 | | | | \$ | - | \$ - | \$ | - |
| | Tigard | OR 99W | | Gaarde | WB right turn lane | \$ | 10,033,784 | 2025-2039 | \$ 2 | 32,209 | \$ 1,816,150 | _ | 880,916 | 1,816,150 | _ | 2,697,066 |
| | 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 | | | | \$ | - | \$ - | \$ | - |

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| Project ID | Jurisdiction | Facility | From | То | Project | | ligible SDC Amount | Estimated Project Completion Timeframe | FY 1 | 4-15 TDT | FY 14-15 Other | | DT 2009- Present | | ther 2009- Present | | otal 2009- Present |
|---------------|--------------|---|-----------------------|------------------------------|--|----|-----------------------|---|------|----------|----------------|----|---------------------|----|-----------------------|----|-----------------------|
| | Tigard | Bonita | Sequoia | | New traffic signal and turn lanes | \$ | 1,000,000 | 2014-2024 | | | | \$ | - | \$ | - | \$ | - |
| | | 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 |
| | 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 |
| | 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 | | | | \$ | - | \$ | - | \$ | - |
| | 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 | | | | \$ | | \$ | - | \$ | - |
| | | | | | Turn lanes at both intersections; | | | | | | | | | | | | |
| 5028 | Tigard | Hall | McDonald | Bonita | 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 | | | | \$ | - | \$ | - | \$ | - |
| | Tigard | Nimbus extension | Scholls Ferry | | 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 | | | | \$ | ı | \$ | - | \$ | - |
| 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 | | | | \$ | - | \$ | - | \$ | - |
| | Tualatin | 124th/Basalt Creek | Tualatin- Sherwood | | Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th | \$ | 14,000,000 | 2014-2024 | | | | \$ | _ | \$ | _ | \$ | |
| | | 1 | 1 | 1 | I Oliganii IZTIII | ľ | | | | | I. | Ψ | | Ψ | | Э | |

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| Project ID | Jurisdiction | Facility | From | To | Project | E | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14-15 Other | | T 2009- resent | | r 2009- esent | | I 2009- esent |
|---------------|--------------|---------------------------------------|-------------------------|------------------------|--|----|------------------------|---|--------------|----------------|-----|-------------------|----|------------------|-----|------------------|
| 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 | | | \$ | - | \$ | - | \$ | - |
| | Tualatin | Basalt Creek East-West Arterial | Boones Ferry | | 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 | lbach | Norwood | Widen to 3 lanes | \$ | 660,000 | 2025-2039 | | | \$ | - | \$ | _ | \$ | - |
| | Tualatin | Boones Ferry | Tualatin High School | | 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 | | | \$ | - | \$ | - | \$ | _ |
| | Tualatin | Grahams Ferry | Ibach | Helenius | Widen to 3 lanes, fill sidewalk gaps | \$ | , , | 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 | | | \$ | - | \$ | - | \$ | - |
| | Tualatin | Herman | Cipole | 124th | Add left turn lane | \$ | 1,563,472 | 2014-2024 | | | \$ | - | \$ | - | \$ | - |
| 6024 | | Leveton | 108th | | Signal - new | \$ | 191,185 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | | Loop Road | Boones Ferry | Nyberg | New street - minor collector | \$ | | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 6026 | Tualatin | Martinazzi | Boones Ferry | | Bike lane | \$ | 2,403,000 | 2014-2024 | | | \$ | - | \$ | _ | \$ | _ |
| | | Martinazzi | Sagert | Traini opinigo | Signal/roundabout - new | \$ | 1,551,750 | 2025-2039 | | | \$ | | \$ | - | \$ | _ |
| | Tualatin | McEwan | 65th | Lake Oswego city limit | Widen to 3 lanes | \$ | | 2025-2039 | | | \$ | | ¢ | _ | \$ | _ |
| 6029 | Tualatin | Myslony | 124th | 112th | Widen to 3 lanes, add bridge | \$ | 14,030,000 | 2014-2024 | | | \$ | | \$ | | \$ | |
| | Tualatin | Norwood | Boones Ferry | East city limits | Widen to 3 lanes, add sidewalks & bike lanes | \$ | | 2014-2024 | | | \$ | | \$ | | \$ | |
| 6031 | Tualatin | Sagert | I-5 overpass | 72nd | Bike lanes & sidewalks | \$ | 3,282,000 | 2014-2024 | | 1 | \$ | | \$ | _ | \$ | _ |
| 6032 | | Sagert | 65th | 72.10 | Signal - new | \$ | 509.828 | 2014-2024 | | | \$ | | \$ | | \$ | |
| 6033 | Tualatin | Teton | Tualatin | | Signal - new | \$ | 456,750 | 2014-2024 | | | \$ | | \$ | | \$ | |
| | Tualatin | Teton | Herman | Tualatin- Sherwood | Widen to 3 lanes | \$ | , | 2025-2039 | | | \$ | _ | \$ | | \$ | _ |
| 6035 | Tualatin | Teton | Tualatin- Sherwood | | Add SB right turn lane | \$ | 890,000 | 2014-2024 | | | \$ | _ | \$ | _ | \$ | _ |
| 6036 | Tualatin | Tualatin | 115th | İ | Signal - new | \$ | 456.750 | 2025-2039 | | İ | \$ | - | \$ | - | \$ | - |
| | Tualatin | Tualatin- Sherwood | Boones Ferry | | Add EB right turn lane | \$ | , | 2014-2024 | | | \$ | _ | \$ | _ | \$ | _ |
| | Tualatin | TOTAL | | | | \$ | 154,595,436 | | \$ - | \$ - | \$ | - | \$ | _ | \$ | - |
| | | . 517. | 1 | 1 | Add sidewalks and bike lanes; add | Ť | , | | | | | | - | | T | |
| 1000 | Wash Co | 80th | Oleson | Oak | 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 | | | \$ | - | \$ | - | \$ | - |
| | Wash Co | 113th | McDaniel | Rainmont | New 2-lane collector road | \$ | , , | 2025-2039 | | İ | \$ | - | \$ | - | \$ | - |
| .002 | | | | | | ¥ | 5,500,000 | | | 1 | . * | | Ψ | | , ¥ | |

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| Project ID | Jurisdiction | Facility | From | To | Project | igible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14-15 Other | F | OT 2009- Present | F | her 2009- Present | otal 2009- Present |
|---------------|--------------|---------------------------------------|-----------------------|--------------|---|----------------------|---|--------------|----------------|----|---------------------|----|----------------------|-----------------------|
| 1003 | Wash Co | 113th | Rainmont | Cornell | Sidewalk infill | \$ 5,670,000 | 2025-2039 | | | \$ | - | \$ | - | \$ - |
| | 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 | | | \$ | - | \$ | - | \$ - |
| | Wash Co | 173rd | Bronson | Cornell | Extend 173rd Ave under or over US 26 connecting to 174th Ave | \$ 58,640,000 | 2025-2039 | | | \$ | - | \$ | - | \$ - |
| | Wash Co | 174th | | Bronson | Widen to 3 lanes | \$ 16,230,000 | 2025-2039 | | | \$ | - | \$ | - | \$ - |
| | Wash Co | 175th | 9 | Weir | Widen to 3 lanes | \$ 13,950,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| 1010 | Wash Co | 175th | Kemmer | | Intersection improvement | \$ 2,500,000 | 2014-2024 | | | \$ | - | \$ | - | \$ - |
| | Wash Co | 175th | Outlook | Horse Tale | Realign roadway, improve to standard | \$ 1,500,000 | 2025-2039 | | | \$ | - | \$ | - | \$ - |
| | Wash Co | 185th | UGB | Springville | Widen to 3 lanes | \$ 5,000,000 | 2025-2039 | | | \$ | - | \$ | - | \$ - |
| | Wash Co | 185th | | West Union | Widen to 5 lanes | \$ 4,948,515 | 2014-2024 | | | \$ | - | \$ | 5,985,834 | \$ 5,985,834 |
| | Wash Co | 185th | | 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 | | | \$ | - | \$ | - | \$ _ |
| | 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 | То | Project | | igible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14 | I-15 Other | OT 2009- Present | ner 2009- Present | - | ital 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+ | | | | \$ - | \$ - | \$ | - |
| 4004 | W 10 | F.II. | Wilsonville city | 05:1 | Widen to 3 lanes, add turn | • | 0.000.000 | 0005 0000 | | | | | | | |
| 1034 | Wash Co | Elligsen | limit | 65th | 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 | | | | \$ - | \$ - | \$ | - |
| | 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 | | 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+ | | | | \$ _ | \$ - | \$ | - |
| | Wash Co | McDaniel | 119th | | 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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| | | 1 | 1 | 1 | | | | | | 1 | | | | | | |
|---------------|--------------------|-----------------------|-------------------------|------------------------|---|----------|--------------------------|---|--------------|----------------|----|---------------------|-------------------|-------|-------|--------------------|
| Project ID | Jurisdiction | Facility | From | То | Project | , | gible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 TDT | FY 14-15 Other | | DT 2009- Present | Other 20 Prese | | | al 2009- resent |
| | | | | | Add sidewalks and bike lanes; add | | | | | | | | | | | |
| 1060 | Wash Co | Miller Hill | Farmington | Gassner | turn lanes at appropriate | \$ | 8,100,000 | 2025-2039 | | | • | | • | | | |
| | | | | | intersections Realign Oleson Rd and | | | | | | \$ | - | \$ | - | \$ | - |
| 1061 | Wash Co | Oleson | Scholls Ferry | Fanno Creek | reconfigure intersections with | \$ | 34,200,000 | 2014-2024 | | | | | | | | |
| 1001 | wasii oo | Oleson | Octions 1 city | bridge | Scholls Ferry Rd and B-H Hwy | Ψ | 04,200,000 | 20112021 | | \$ 2,040,691 | \$ | - | \$ 3,174 | 1,290 | \$ 3 | ,174,290 |
| 1062 | Wash Co | River | Farmington | | Intersection improvement | \$ | 3,000,000 | 2025-2039 | | , , | \$ | - | \$ | - | \$ | - |
| | | | | | Realign 2/3-lane collector road, | | | | | | | | | | | |
| 1063 | Wash Co | Saltzman | Laidlaw | Bayonne | including bridge over Bronson Creek | \$ | 11,100,000 | 2014-2024 | | | ¢. | | ·r. | | e | |
| 1064 | Wash Co | Saltzman | Bayonne | Bauer Woods | Widen to 3 lanes | \$ | 8,000,000 | 2025-2039 | | | \$ | - | \$ \$ | - | \$ | - |
| | | | Beaverton- | | | | , , | | | | Ψ | | Ψ | _ | Ψ | |
| 1065 | Wash Co | Scholls Ferry | Hillsdale | Allen | Widen to 3 lanes | \$ | 22,587,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| 1066 | Wash Co | Scholls Ferry | Hall | | Intersection capacity and signal | \$ | 2,549,139 | 2025-2039 | | | | | | | | |
| | | , | | | improvements | · | | | | | \$ | - | \$ | - | \$ | - |
| 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 |
| | Wash Co | Springville | PCC entrance | Kaiser | Widen to 3 lanes | \$ | 3,600,000 | 2014-2024 | ψ 1.0,000 | | \$ | - | \$ | - | \$ | |
| | Wash Co | Taylors Ferry | Oleson | Washington | New 2/3-lane road | \$ | 4,390,000 | 2025-2039 | | | \$ | - | \$ | - | \$ | - |
| | Wash Co | Thompson | Saltzman | | Widen to 3 lanes | \$ | 37,000,000 | 2040+ | | | \$ | - | \$ | - | \$ | - |
| | | , , , | | | Widen to 3 lanes, grade separate | · | , , | | | | | | | | · | |
| 1073 | Wash Co | Tonquin | 124th | Grahams Ferry | 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 | 2,151,468 |
| | | Tualatin- | | | Reconfigure intersection at Baler | | | | | | | | , , , | , | | , - , |
| 1075 | Wash Co | Sherwood | 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 | \$ | 2,549,139 | 2014-2024 | | | | | | | | |
| | | | | 00.045 | improvements | | | | | | \$ | - | \$ | - | \$ | - |
| | Wash Co | Walker | Murray | OR 217 | Widen to 5 lanes | \$ | 29,758,929 | 2014-2024 | | \$ 655,185 | \$ | - | \$ 2,587 | ,663 | \$ 2 | 2,587,663 |
| | Wash Co Wash Co | West Union West Union | Cornelius Pass 185th | 185th 143rd | Widen to 5 lanes | \$ \$ | 26,192,000 34,870,000 | 2014-2024 2025-2039 | | | \$ | - | \$ 15 | 5,244 | Φ Φ | 15,244 |
| 1081 | Wash Co | TOTAL | 100011 | 143IU | Widen to 3 lanes | _ | 268,800,052 | 2020-2039 | \$ 118,833 | \$ 3,263,725 | \$ | 442,548 | \$ 19,804 | | \$ 20 | 15,244 |
| | wasii C0 | IOTAL | Basalt Creek | 1 | | Į J, | 200,000,052 | | ψ 110,033 | ψ 3,203,725 | Ψ | 442,040 | φ 19,002 | r,204 | φ 20 | ,240,703 |
| 8600 | Wilsonville | Boones Ferry | 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 | | | \$ | - | \$ | - | \$ | - |
| | 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+ | | | \$ | - | \$ | - | \$ | - |
| | 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 | | | \$ | - | \$ | - | \$ | - |
| | Wilsonville | Ridder | Kinsman | . 555 | Construct left turn pocket & signal | \$ | 850,000 | 2014-2024 | | | \$ | _ | \$ | _ | \$ | _ |
| | | l . | I | 1 | | | | | | | Ψ | | Ψ | | | |

TDT FY 2014-15 Annual Report Page 15 of 19

| Project ID | Jurisdiction | Facility | From | То | Project | Eligible SDC Amount | Estimated Project Completion Timeframe | FY 14-15 T | ·DT | FY 14-15 Other | TDT 2009- Present | Other 2009- Present | Total 2 Pres | |
|---------------|--------------|----------|------|----|---------|------------------------|---|------------|-----|----------------|----------------------|------------------------|-----------------|--------|
| | Wilsonville | TOTAL | | | | \$ 28,930,000 | | \$ | - | \$ - | \$ - | \$ - | \$ | - |
| | TOTAL | | | | | \$ 2,744,066,972 | | \$ 970, | 163 | \$ 13,129,218 | \$ 3,175,925 | \$ 43,403,400 | \$ 46,5 | 79,325 |

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| | | | | | | | | | | | | Т | otal Non- | | Elig | gible SDC | | | |
|------------|--|--|----|------------|---------------------------|------|--------------------------|----------------|------|--|------------|------------|--|------------------|---------------|---|------------------------------------|----------|----------------|
| | | | Т | otal Cost | Expected Federal/State | | otal Non- deral/State | % within | Fe | otal Non- deral/State within Wash. | | Fe Cost | deral/State within Wash. c. Capacity | Future Growth | Fede withi | Int (Total Non- ral/State Cost in Wash. Co. | Estimated Project Completion | FY 14-15 | |
| Project ID | Project Name | Project Description | | (2014\$) | Share | 1 00 | Cost | Washington Co. | 0000 | Co. | Capacity % | | Related | Share | | ure Capacity Related) | Timeframe | TDT | FY 14-15 Other |
| Bus Line a | and Bus Stop In | nprovements | | | | | | | | | | | | | | | | | |
| 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 | \$ | 753,000 | 0% | \$ | 753,000 | 100% | \$ | 753,000 | 100% | \$ | 753,000 | 58% | \$ | 433,728 | 2014-2024 | | |
| 102 | Beaverton - Tualatin Bus | frequent service network (Line 54) Shelter and stop improvements to support continued development of | \$ | 2,835,000 | 0% | \$ | 2,835,000 | 100% | \$ | 2,835,000 | 100% | \$ | 2,835,000 | 58% | \$ | 1,632,960 | 2014-2024 | | |
| 400 | Line Upgrades Century Blvd | frequent service network (Lines 76/78) Shelter and stop infrastructure for new north-south frequent service bus line | • | 4 242 202 | 00/ | • | 4 240 222 | 4000/ | • | 4 242 202 | 4000/ | • | 4 040 000 | 500/ | • | 74.4.0.40 | 2044 2024 | | |
| 103 | Bus Line Infrastructure | along Century Blvd (or interim route on Cornelius Pass Rd) Shelter and stop improvements to | \$ | 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 | 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 | | | |
| Transit Pr | iority Treatmen | ts | | - | | | | | | | | | | | | | | | |
| 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 | | | |
| Park & Ric | des / Transit Ce | | | | | | | | | | | | | | | | | | |
| 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 | | | |
| Pedestria | n/Bicycle Acces | s to Transit | | | | | | | | | | | | | | | | | |
| 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 | | |

TDT FY 2014-15 Annual Report

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

| | | | | Fotal Cost | Expected Federal/State | otal Nonderal/State | % within | Fe | otal Non- deral/State within Wash. | | Fe Cost Co | Fotal Non- ederal/State t within Wash. o. Capacity | Future Growth | Amo Fed with | igible SDC ount (Total Non- eral/State Cost hin Wash. Co. ture Capacity | Estimated Project Completion | FY 14-15 | | |
|------------|---|--|------|---------------|---------------------------|---------------------|----------------|----|--|------------|------------------|---|------------------|--------------------|---|------------------------------------|----------|-------|-----------|
| Project ID | Project Name | Project Description | | (2014\$) | Share | Cost | Washington Co. | | Co. | Capacity % | | Related | Share | | Related) | Timeframe | 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 capcity 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 | | | |
| | 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 | | | |
| Subtotal | | | \$ | 81,521,036 | | \$ 80,821,036 | | \$ | 80,821,036 | | \$ | 72,654,432 | | \$ | 72,654,432 | | | | |
| Transit Sy | stem Requirem | | | - | | | | | | 1 | | - | | | | | 1 | | |
| | 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 maintanance 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 | | | |
| | 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 | | | |
| Subtotal | | | \$ | 19,831,000 | | \$ 14,831,000 | | \$ | 11,431,000 | | \$ | 10,631,000 | | \$ | 8,171,376 | | | | |
| High Capa | acity Transit (HO | | | | | | | | | 1 | | | | | | | | | |
| | 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 | 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 | night-capacity transit. 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 | | φ | 400,702 |
| 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 | | | |

TDT FY 2014-15 Annual Report

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

| 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 14-1 | 5 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 |
| TOTAL | | | \$ 1,920,184,036 | | \$ 1,023,284,036 | | \$ 779,884,036 | | \$ 770,917,432 | | \$ 508,701,840 | | \$ - | \$ | 480,762 |

TDT FY 2014-15 Annual Report

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

| | rubic 1 Revenue Receipts by Worth | |
|----------------|-----------------------------------|-----------------|
| 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 |
| Total | \$867,675 | \$1,621.79 |

Figure 1 displays the revenue receipts by month graphically.

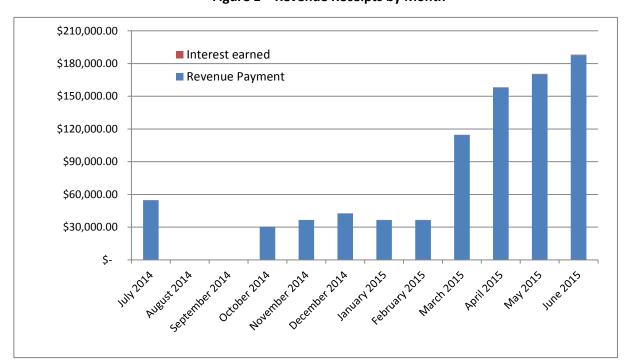


Figure 1 – Revenue Receipts by Month

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

| | | | . abic = | 0.00.00 | | | | |
|------------------|---|---------------------------|---------------------------|--|-------------------|--------------------------------------|-----------------------------------|--|
| 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 th : Springville to Brugger | West Hills Development | North Bethany Creek | \$180,397 | 10 / 23 / 2014 | \$180,397 Transfer to NB14-01A | \$0 | Entire amount transferred to NB14- 01A |
| NB14-01A | From NB14-01 | DR Horton | | Transfer from NB14-01 \$180,397 | 12 / 30 / 2014 | \$180,397 | \$0 | |
| NB14-02 | Brugger & ROW dedication | West Hills Development | North Bethany Creek | \$77,822 | 11 / 24 / 2014 | \$77,822 Transfer to NB14-02A | \$0 | Entire amount transferred to NB14- 02A |
| NB14-02A | From NB14-02 | DR Horton | | Transfer from NB14-02 \$77,822 | 12 / 30 / 2014 | \$77,822 | \$0 | |
| Total | | | | \$258,219 | | \$258,219 | | |

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 constructions 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 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 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|-----------|-----------|
| Materials Component (50%) | | | | | | | | | | | | | |
| 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% |
| Labor Component (30%) | | | | | | | | | | | | | |
| 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% |
| Right of Way Component (20%) | | | | | | | | | | | | | |
| 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% |
| Weighted Average Index | | | | | | 2.74% | 5.39% | 2.37% | 0.79% | -1.113% | -1.195% | -1.516% | 0.962% |

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



Transportation Development Tax

Fiscal Year 2013-2014 Annual Report

July 1, 2013 through June 30, 2014

Washington County Department of Land Use & Transportation

December 2014

Board of County Commissioners

Andy Duyck, Chair Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Andy Back, Manager, Planning and Development Services
Gary Stockhoff, County Engineer

Project Staff

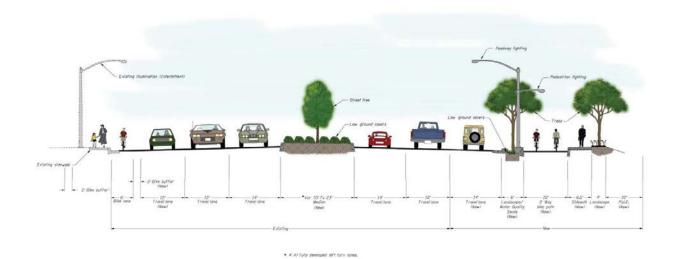
Nancy Abdill, Management Analyst Steve L. Kelley, Senior Planner Dan Mulcahy, Management Analyst Karen Savage, Senior Planner Steve Szigethy, Principal Planner

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2013-2014 ANNUAL REPORT

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| III. | COUNTYWIDE FINANCIAL ANALYSIS | 12 |
| IV. | PROJECT EXPENDITURES | 20 |

Appendix A: TDT Road Project List Expenditures



Hillsboro TDT funds are leveraging Major Streets Transportation Improvement Program (MSTIP) funds and private development to design and construct improvements to NW Cornelius Pass Road between Highway 26 and Cornell Road. The rebuilt roadway will feature six vehicle travel lanes, a separated two-way cycle track, sidewalks, street lighting and landscaping. The project is intended to accommodate traffic related to major employment growth in the north Hillsboro area. The total project cost is \$21.2 million.

I. EXECUTIVE SUMMARY

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

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2013-2014 (July 1, 2013 through June 30, 2014) include the following:

- Washington County and the cities collected \$12.2 million in TDT cash proceeds, a 20% increase over the previous fiscal year.
- The county and cities issued **TDT credits with a total value of \$5.5 million**; which is a slight drop from the nearly \$6 million issued in FY 2012-2013.
- County and city TDT accounts collectively generated over \$182,000 in interest and investment income.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as
 "total TDT activity," was approximately \$17.9 million, an increase of over 10 percent over the
 previous fiscal year.
- In FY 2013-2014 Hillsboro, Cornelius, Durham, North Plains, Tigard and Washington County collectively invested over \$1.8 million of TDT in transportation capital projects. The City of Tigard invested the most TDT funds, including a combined \$860,000 for intersection improvements at Pacific Highway (99W) and Gaarde/McDonald streets and at 72nd Avenue and Dartmouth Street. Countywide, nearly \$8 million in other revenue was used to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$500,000. These
 expenditures include bank charges for payments made by credit card, as well as staff time (in
 multiple jurisdictions) administering the TDT. County staff time included work on a project list
 update and a new ordinance amending TDT policy.
- TDT accounts across the county had a total balance of about \$35.6 million on June 30, 2014.

II. TDT POLICY REVIEW

Reporting Requirements

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

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

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

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

Transportation Development Tax Overview

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

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

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

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

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

Rate Phase-In and Discounts

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

Ordinance 729

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

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

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

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36 months prior to the date of application for a building permit." Ordinance 741 changed that time frame to "on or after January 1, 2005 but not more than ten years." By expanding this window of time,

development applicants theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

A-Engrossed Ordinance 746

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

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

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

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

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

Ordinance 751

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

A-Engrossed Ordinance 793

Work on A-Engrossed Ordinance 793 began in FY 2013-2014 but was ultimately approved by the Board on August 5, 2014.

On March 18, 2014 the Board held a public hearing for the annual review of the TDT discount, as required by A-Engrossed Ordinance No. 746. At that time LUT staff presented information describing recent economic trends and communicated the recommendation of the WCCC regarding the TDT rates. The WCCC discussed the TDT rate discount at its February 10, 2014 meeting and voted unanimously (with one abstention) to advise the Board to continue the TDT discount until July 2015.

Following the staff presentation on March 18, the Board voted to continue the TDT rate discount, but directed staff that the discount should be terminated prior to June 30, 2015. In addition, some commissioners stated a desire to address other aspects of the TDT, including extending the Change-in-Use Discount and locking in discounted TDT rates for applicants who are already in the development process. The Board directed staff to prepare a new ordinance for adoption later in the year. This direction was memorialized in Resolution & Order 14-27. Subsequently, staff prepared Ordinance 793.

The first reading of Ordinance 793 occurred on July 15, 2014. At that time the Board directed staff to engross Ordinance 793 in order to make the effective date of the ordinance October 1, 2014, rather than September 4, 2014. In all, the ordinance made three adjustments to the countywide TDT. The ordinance:

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

The provisions of A-Engrossed Ordinance 793 became effective October 1, 2014 (FY 2014-2015).

Construction Cost Index

The Construction Cost Index provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50%), change in labor costs (weighted 30%) and change in right-of-way costs (weighted 20%), averaged over the last five years. Even during the delayed rate phase-in caused by Ordinance 746, the Construction Cost Index must be calculated and shared with the Board of County Commissioners annually no later than April 30 starting in 2013. This gives the Board the opportunity to review the index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of the respective year. As mentioned previously, A-Engrossed Ordinance 793 removed the rate cap, effective October 1, 2014. In 2015 and subsequent years, the Board decides during the May-June period whether to approve rate increases prescribed by the index.

In 2013 county staff had to reformulate the Construction Cost Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC,

county staff replaced the ODOT index with the National Highway Construction Cost Index. The other two components of the index, and the weighting of all three components, remain the same.

The Construction Cost Index (CCI) did not affect TDT rates in FY 2013-2014; it was applied for the first time on October 1, 2014 when full rates went into effect. The CCI had the effect of adjusting the "full" TDT rate downward 1.195 percent due to a significant drop in the National Highway Construction Cost Index that occurred in 2009 and was still affecting the five-year average. A rate adjustment of -1.195% was applied to TDT rates effective October 1, 2014 to June 30, 2015. Based on the latest available information the CCI continues to trend downward as shown in Table 1 below. However, more up-to-date information will be available in spring 2015 and may result in a different outcome.

Cost Change Index using National Highway Construction Cost Index 2003 2004 2005 2006 2007 2008 2009 2010 YEAR 2002 2011 2012 2013 Index Components Materials Component 1.0031 National Highway CCI 1.0664 1.1788 1.3492 1.2899 1.2948 1.0970 1.0617 1.0728 1.1624 1.1029 % Annual Change 6.31% 10.54% 14.45% -4.39% 0.38% -15.28% -3.22% 1.04% 5.00% -2.09% 4.96% 0.50% -4.54% -2.81% -3.40% Avg. 5-Year Change -1.89% abor Component BLS Employment Cost Index 90.1 93.5 96.7 100 103.6 107.6 110.9 111.7 113.6 116.4 117.6 119.1 3.42% 3.41% 3.60% 3.86% 3.07% 0.72% 1.70% 2.46% 1.03% 1.28% % Annual Change 3.77% Avg. 5-Year Change 3.61% 3.47% 2.93% 2.59% 2.36% 1.80% 1.44% Right-of-Way Component Avg. Total Real Market Value \$270.176 \$279.865 \$308 772 \$315 784 \$342 179 \$399 958 \$435,632 \$412 268 \$391.972 \$374 922 \$365 516 \$407 690 % Annual Change 3.59% 10.33% 2.27% 8.36% 16.89% 8.92% -5.36% -4.92% -4.35% -2 51% 11.54% 8.29% 9.35% 6.21% 4.78% 2.23% -1.65% -1.12% Avg. 5-Year Change Weighted Average Index 2.74% 5.39% 2.37% 0.79% -1.113% -1.195% -1.490% --Five-vear running average

TABLE 1: TDT CONSTRUCTION COST INDEX CALCULATION

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective October 1, 2014) was \$8,036, down from the \$8,225 originally intended as the full rate. Prior to October 1, 2014, including all of FY 2013-2014, the single-family charge was \$6,665.

Project List Changes

The TDT Project List – consisting of a Road Project List and a Transit Project List – identifies the transportation improvements eligible for TDT expenditures and credits. Some projects are wholly related to growth and are therefore 100% eligible for TDT expenditures; other projects address both growth and non-growth needs and are partially eligible for TDT expenditures. Occasionally circumstances require amendments to the TDT Project List to respond to changing conditions such as a new transportation plan or a specific opportunity associated with development. The TDT code language allows the Board of County Commissioners to amend the list by Resolution and Order. This has occurred twice – once in 2011 and again in 2013. Another set of amendments is underway and is scheduled to be adopted in January 2015.

Amendments in FY 2013-2014 came from four jurisdictions: City of Beaverton, City of Hillsboro, City of Tualatin and Washington County. The WCCC Transportation Advisory Committee and Policy Group discussed the proposed amendments and recommended their approval by the Board of County Commissioners. The Board approved the amendments by Resolution and Order 13-78 on August 20, 2013; they are incorporated into the TDT Project List for FY 2013-2014. The amendments added 19 projects, removed 13 projects, and changed one project on the TDT Road Project List. All of the changes

| are consistent with adopted transportation system plans. No changes were made to the TDT Transit Project List. The amended TDT Road Project List is shown in Appendix A. |
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III. COUNTYWIDE FINANCIAL ANALYSIS

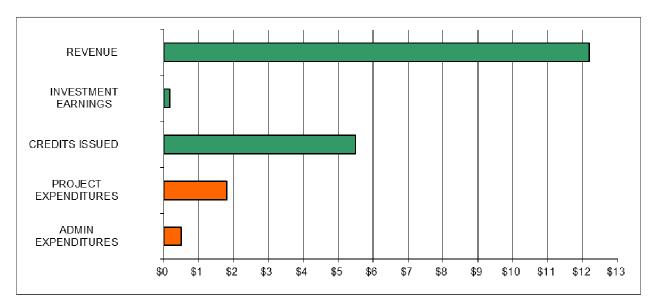
Countywide Total TDT Activity and Balance

In FY 2013-2014, the county and cities collected \$12,184,965 in TDT revenue, a 20% increase over the previous fiscal year. County and city TDT accounts earned interest amounting to \$182,972. Jurisdictions issued 14 different credits totaling \$5,500,927 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$17,868,864 countywide in FY 2013-2014.

Expenditures on capital projects (which may include design), totaled \$1,809,495. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to \$503,317. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2014 were added together for all jurisdictions across the county, the total "account balance" would be \$35,595,984. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years. Jurisdictions may be saving TDT for major expenditures in the future, or may still be drawing down their TIF accounts before drawing significant funds from their TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2013-2014.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2013-2014 (Reported in millions of \$'s)



Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2013-2014 should have been around \$30 million. Actual activity was \$17.9 million, or approximately 60 percent of that expectation. Total TDT activity in FY 2013-2014 was up by 10 percent over FY 2012-2013.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the line graph. Based on recent trends, it is possible that actual activity could eventually "catch up" with expected activity, assuming a continued positive trend in real estate and the overall economy, and full phase-in of TDT rates with the implementation A-Engrossed Ordinance No. 793.

actual activity expected activity \$40 \$35 \$30 \$25 \$20 \$15 \$10 \$5 \$0 2015-16 2006 TIF 2009-10 2012-13 2008 TIF 2010-11

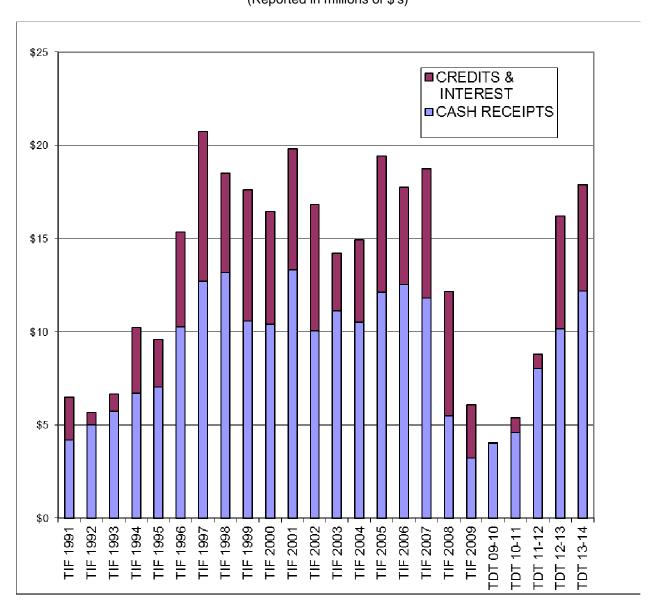
FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY*
(Reported in millions of \$'s)

^{*&}quot;Activity" includes revenue collected, credits issued, and interest earned.

Comparison of Annual TDT Activity

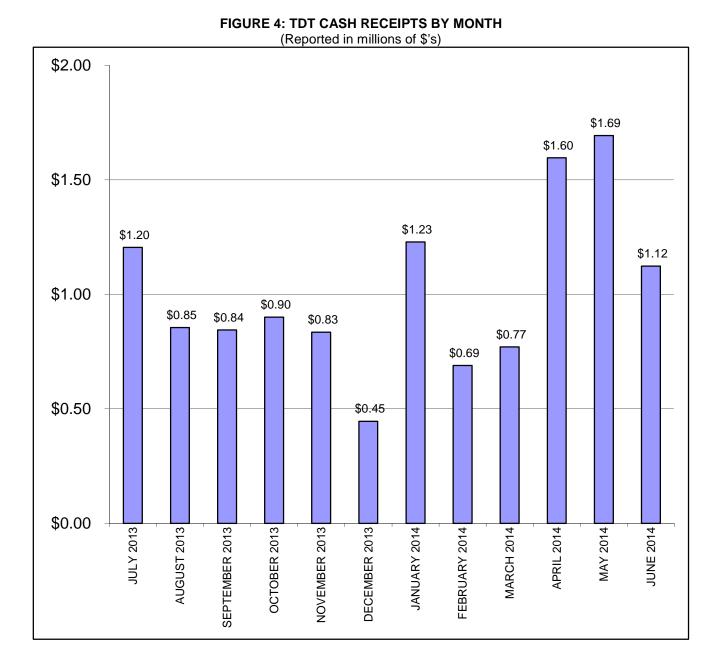
Figure 3 below compares total TDT activity in FY 2013-2014 with that of previous years, including TIF activity for calendar years prior to 2010. TDT activity is showing strong recovery from the Great Recession, with increasing gains every year since bottoming out in FY 2009-2010. While the 10% increase from FY 2012-2013 to FY 2013-2014 was not as dramatic as increases in the prior two years, total TDT activity showed continued growth and is getting closer to pre-recession levels of activity.

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



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2013-2014, the highest revenue month was May 2014, with \$1.7 million in cash receipts – 70 percent of which collected by the City of Hillsboro.



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Interest Earned

During FY 2013-2014, the countywide TDT program collected \$182,972 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 2 on the next page includes a breakdown of interest earnings by jurisdiction.

Credits

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

Full credit is generally available for improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan. During FY 2013-2014, a total of 14 separate TDT credits were issued: one each in Forest Grove and North Plains, two in Sherwood, three each in Hillsboro and Tigard, and four in unincorporated Washington County. The 14 credits represent \$5,500,927 in eligible improvements to the transportation system, down slightly from the amount of credit issued during the previous fiscal year. Much of the credit activity took place in Hillsboro, including \$1.46 million for the Butler Street roundabout and widening near the Intel Ronler Acres campus. Developers used about \$4.4 million in TDT credit vouchers to pay for TDT obligations, some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 2 and Figures 6 and 7 summarize FY 2013-2014 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances. The jurisdictions with the highest cash receipts in FY 2013-2014, in order, were Washington County (\$4.2 million, 34% of total), City of Hillsboro (\$2.8 million, 23% of total) and Beaverton (\$1.5 million, 12% of total). However, if credits are included, Hillsboro had the most TDT activity, with \$5.4 million; unincorporated Washington County had a total of \$4.5 million in total TDT activity.

In terms of expenditures, Tigard had the highest amount with \$865,652 for capital projects (for a variety of different projects), plus \$15,057 in administration expenses; this was followed by Cornelius, with \$447,492 in capital project expenditures, and Hillsboro with \$252,141 in projects. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2014 was highest in Washington County (\$10.9 million), followed by the City of Hillsboro (\$10.6 million) and Forest Grove (\$3.4 million.).

TABLE 2: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2013-2014 (Rounded to nearest dollar)

| | | | Interest | | | Project & | |
|-------------------|---------------|--------------|------------|----------------|------------------|-------------|---------------|
| | Balance as of | Cash | Earnings & | | | Admin | Balance as of |
| Jurisdiction | 6/30/13 | Receipts | Transfers | Credits Issued | "Total Activity" | Expenses | 6/30/14 |
| Banks | \$11,376 | \$0 | \$58 | \$0 | \$58 | \$0 | \$11,434 |
| Beaverton | \$1,606,324 | \$1,482,957 | \$12,316 | \$0 | \$1,495,273 | \$146,754 | \$2,954,843 |
| Cornelius | \$527,410 | \$6,665 | \$2,942 | | \$9,607 | \$447,492 | \$89,525 |
| Durham | \$23,175 | \$13,330 | \$107 | | \$13,437 | \$24,500 | \$12,112 |
| Forest Grove | \$2,426,178 | \$950,257 | \$15,922 | | \$966,179 | \$0 | \$3,392,358 |
| Gaston | \$10,574 | \$0 | \$58 | | \$58 | \$0 | \$10,632 |
| Hillsboro | \$8,104,540 | \$2,765,463 | \$51,811 | \$2,543,858 | \$5,361,132 | \$282,757 | \$10,639,057 |
| King City | \$1,401,375 | \$366,575 | \$8,356 | | \$374,931 | \$0 | \$1,776,306 |
| North Plains | \$236,325 | \$166,527 | \$1,706 | | \$168,233 | \$35,291 | \$369,267 |
| Sherwood | \$529,208 | \$870,161 | \$4,646 | \$2,546,963 | \$3,421,770 | \$0 | \$1,404,015 |
| Tigard | \$1,619,239 | \$517,727 | \$2,306 | \$92,181 | \$612,214 | \$880,709 | \$1,258,563 |
| Tualatin | \$1,909,569 | \$610,600 | \$11,526 | | \$622,126 | \$0 | \$2,531,695 |
| Washington County | \$7,118,691 | \$4,175,879 | \$70,421 | \$242,094 | \$4,488,394 | \$495,310 | \$10,869,680 |
| Wilsonville | \$16,875 | \$258,825 | \$797 | | \$259,622 | \$0 | \$276,497 |
| Countywide Total | \$25,540,860 | \$12,184,965 | \$182,972 | \$5,425,096 | \$17,793,033 | \$2,312,812 | \$35,595,984 |

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2013-2014

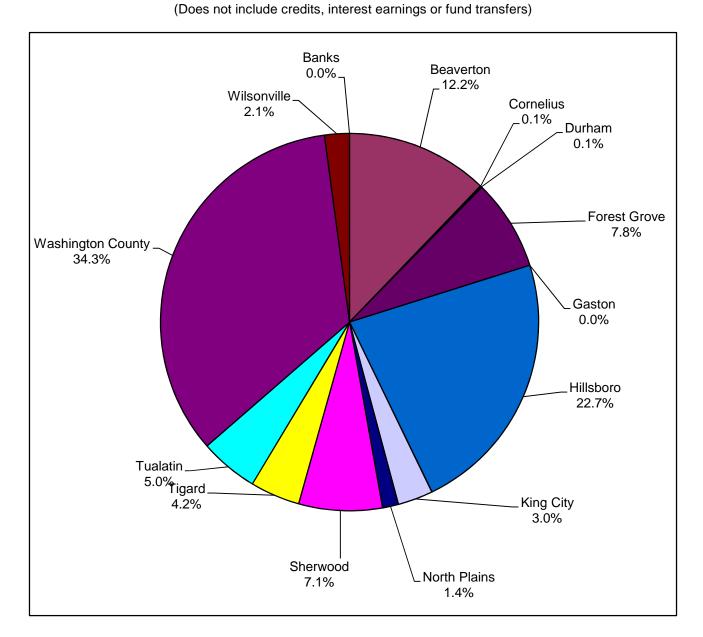
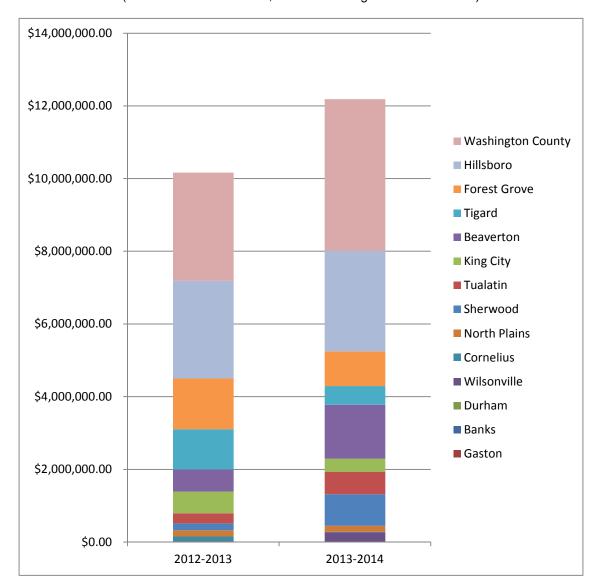


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2012-2013 and FY 2013-2014 (Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2013-2014, five cities and Washington County invested a combined total of \$1,840,112 in TDT funds to design and/or build capital improvements on the TDT Project List. Figures listed below account for FY 2013-2014 expenditures only.

- The City of Cornelius used \$447,492 for **traffic signal improvements on Baseline Street** (**Highway 8**) between 10th and 19th Avenues.
- The City of Hillsboro used \$282,757 in TDT funds (in addition to other city funds) for a number of projects, including right-of-way acquisition for widening NW Cornelius Pass Road to six through lanes between Sunset Highway and Cornell Road, and designing an extension of NE Campus Court to NE Ray Circle in the Orenco area.
- North Plains used \$32,677 in TDT funds for improvements at Highland Court and 307th Avenue.
- The City of Tigard used \$860,469 in TDT for two intersection improvements: the **Pacific Highway** / **Gaarde Street / McDonald Street** project and the **72**nd **Avenue / Dartmouth Street** project. Both projects will improve operations and capacity at congested intersections by adding turn lanes. Sidewalk, crosswalk and bike lane relocations are included.
- Washington County used \$188,534 in TDT funds for the design of NW Springville Road between 185th and 173rd Avenues project near Portland Community College Rock Creek campus. The project will add roadway capacity and include bicycle and pedestrian facilities. Construction funding sources and scheduling are to be determined.

Non-TDT Expenditures

Other improvements or portions of improvements on the TDT Project List have been constructed using non-TDT funding sources including MSTIP, remaining TIF funds, local general funds, and state grants. In FY 2013-2014, jurisdictions invested approximately \$7.8 million in non-TDT funding resources for projects on the TDT List. Examples include:

- \$1.5 million in Washington County MSTIP3c funds for designing improvements to Walker Road west of Murray Boulevard (total cost \$10.1 million).
- \$1.8 million in Washington County MSTIP3d funds for designing improvements to Farmington Road between Murray Boulevard and Hocken Avenue in the City of Beaverton (total cost \$6.5 million).

Appendix A details the TDT Road Project List with associated expenditures from TDT and other sources from FY 2009-2010 through FY 2013-2014. In total, \$9.6 million in TDT and other funds have been invested in eligible projects since 2009. There have been no expenditures associated with the TDT Transit Project List.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is "captured" by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county's property tax-funded Major Streets Transportation Improvement Program and that some needs will remain unfunded. As of the end of FY 2013-2014, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is now anticipated to cover 29.58% of the eligible costs on the TDT Project List once rates are fully phased in.

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

Comparing the total cost of TDT-eligible projects that remain unfunded (\$2,203,236,423) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of \$1,322 per motor vehicle trip. The fully phased-in Captured Cost per New Person Trip-End remains at \$391, which would now be 29.58% of the eligible motor vehicle costs, as shown in Table 3 below. Transit and compliance costs have remained static.

TABLE 3: SDC-ELIGIBLE COST PER PERSON TRIP-END

(Including completed projects)

| | SDC Eligible | Total New ADT Person | SDC-Eligible Cost per New Person | Captured Cost per New Person Trip- | |
|--------------------|-----------------|-------------------------|--|--|--------------|
| Type of Cost | Costs | Trip-Ends | Trip-End | End | Capture Rate |
| Motor Vehicle Cost | \$2,203,236,423 | 1,666,558 | \$1,322 | \$391 | 29.58% |
| Transit Cost | \$264,412,104 | 1,666,558 | \$159 | \$45 | 28.0% |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | \$3 | 100% |
| Total | \$2,482,520,743 | | \$1,560 | \$439 | |

| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | Prior Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|------------------------|--------------------------|--------------------|------------------------------|---|----------------------------|----------------------------|---|---------------------------------|----------------------------------|----------|
| | | | | | | | | | | |
| | l | | | | | | | | | |
| | Allen: Murray- | | | | | | | | | |
| | Scholls, Cedar Hills: | | | | | | | | | |
| | Farmington to | | | | | | | | | |
| | north of | | | | | | | | | |
| | Walker, Hall: | | | | | | | | | |
| | Southbound | | | | | | | | | |
| | Hwy. 217 ramp- | | | | | | | | | |
| | Cedar Hills, | | | | | | | | | |
| | Farmington: | | | | | | | | | |
| | Southbound | | | | | | | | | |
| | Hwy. 217 ramp- | | | | | | | | | |
| Beaverton | west of Murray | | | Adaptive signal systems | \$11,040,000 | \$11,040,000 | 2018-2025 | \$ - | | |
| | Farmington | | | widen to 5 lanes with multimodal | | | | | | |
| Beaverton | Road | Murray | Hocken | improvements | \$9,604,800 | \$9,299,886 | 2008-2017 | \$ - | \$ 1,839,996 | MSTIP 3d |
| Beaverton Beaverton | Hocken Ave. Rose Biggi | TV Hwy Crescent | Farmington Hall via Westgate | widen to 5 lanes w/ multimodal extend 2-lane multimodal | \$1,766,400 \$3,864,000 | \$1,766,400 \$3,864,000 | 2018-2025 2008-2017 | \$ - \$ 34,687 | | |
| Beaverton | Crescent | Rose Biggi | Cedar Hills | extend 2-lane multimodal | \$3,864,000 | \$3,864,000 | 2008-2017 | \$ 65,237 | | |
| Deaverton | Dawson / | Rose biggi | Cedai Tillis | exteria 2-iarie matimodai | ψ3,004,000 | \$3,004,000 | 2006-2017 | Φ 05,237 | | |
| Beaverton | Westgate | Rose Biggi | Hocken | extend 2-lane multimodal | \$9,825,600 | \$9,825,600 | 2008-2017 | \$ 251,713 | | |
| Boavorton | Woodgato | rtoco Biggi | TIOOROTI | exteria 2 fario matamodal | ψ0,020,000 | ψ0,020,000 | 2000 2011 | Ψ 201,110 | | |
| Beaverton | Davies Road | Scholls Ferry | Barrows | extend 2-lane multimodal | \$5,409,600 | \$5,409,600 | 2008-2017 | \$ - | | |
| Beaverton | 125th | Brockman | Hall | extend 2-lane multimodal | \$15,345,600 | \$15,345,600 | 2008-2017 | \$ 143,127 | | |
| Beaverton | Rose Biggi | TV Hwy | Broadway | extend 2-lane multimodal | \$3,312,000 | \$3,312,000 | 2008-2017 | \$ - | | |
| Beaverton | Millikan | Watson | 114th | extend 2-lane multimodal | \$15,235,200 | \$15,235,200 | 2018-2025 | \$ - | | |
| Beaverton | New street | Broadway | 115th | construct 2-lane multimodal | \$4,968,000 | \$4,968,000 | 2018-2025 | \$ - | | |
| Beaverton | 114th/115th | LRT | BH/Griffith | construct 2-lane multimodal | \$11,040,000 | \$11,040,000 | 2008-2017 | \$ - | | |
| | 120th new | | _ | | | | | | | |
| Beaverton | street | Center | Canyon | construct 2-lane multimodal | \$9,825,600 | \$9,825,600 | 2018-2025 | \$ - | | |
| D | 141st / 142nd / | 4 44 - 4 | 4.4.44 | Fotond and connect storate | Ф 7 005 000 | \$7,005,000 | 0000 0047 | • | | |
| Beaverton Beaverton | 144th Sexton Mtn | 141st 155th | 144th Sexton Mtn | Extend and connect streets extend 2-lane multimodal | \$7,065,600 \$2,760,000 | \$7,065,600 \$2,760,000 | 2008-2017 2018-2025 | \$ - \$ - | | |
| Beaverton | | Hall | Denney | extend 2-lane multimodal | \$17.001.600 | \$17,001,600 | 2018-2025 | \$ - \$ - | | |
| Beaverton | Hall | Hall | Jenkins | construct 2 or 4 lane | \$15,897,600 | \$15,897,600 | 2006-2017 | \$ - | | |
| Beaverton | Hall | Cedar Hills | Hocken | extend 2-lane multimodal | \$6,072,000 | \$6,072,000 | 2008-2017 | \$ - | | |
| 2001011011 | 1.0 | 3 3 dai 1 mis | . To cito. | add NB rt turn lane, close east end | ψο,ο: Ξ,οοο | \$0,0.2,000 | 2000 2011 | Ψ | | |
| Beaverton | Scholls Ferry | Davies | | of Scholls Ferry @Barrows | \$331,200 | \$331,200 | 2026+ | \$ - | | |
| | Í | | | add double left turn lanes on all | , | , , | | | | |
| Beaverton | Cedar Hills | Walker | | approaches, add EB rt turn lane | \$3,643,200 | \$2,215,459 | 2026+ | \$ - | | |
| Beaverton | Murray | Allen | | turn lanes, signal imprvmts | \$1,578,720 | \$1,052,480 | 2026+ | \$ - | | |
| Beaverton | Hall | Center | | turn lanes, signal imprvmts | \$121,440 | \$121,440 | 2026+ | \$ - | | |
| | 1 | Barrows | | | • | | | | | |
| Beaverton | Scholls Ferry | (west end) | | add SB rt turn lane | \$331,200 | \$291,771 | 2026+ | \$ - | | |
| Beaverton | Millikan | Murray | | rt turn lane for WB Millikan | \$607,200 | \$607,200 | 2026+ | \$ - | | |
| Beaverton | Walker | 173rd | | turn lanes, signal imprvmts | \$2,760,000 | \$2,324,211 | 2026+ | \$ - | | |
| Beaverton | Walker | 167th | | signalize; add SB left turn lane | \$187,680 | \$173,995 | 2026+ | \$ - | | |

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| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | | Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|-----------------------------|------------------------------|------------------------------------|------------------------------|--|--------------------------|------------------------|---|----|---------------------------|----------------------------------|--------------------|
| Beaverton | Cedar Hills | Jenkins | | turn lanes, signal imprvmts | \$2,550,240 | \$2,550,240 | 2026+ | \$ | - | | |
| Beaverton | Cedar Hills | Hall | | add NB rt turn lane | \$728,640 | \$728,640 | 2026+ | \$ | - | | |
| Beaverton | Canyon | Cedar Hills | | turn lanes, signal imprvmts | \$6,922,080 | \$6,922,080 | 2026+ | \$ | - | | |
| Beaverton | Farmington | Cedar Hills | | turn lanes, signal imprvmts | \$3,036,000 | \$2,891,429 | 2026+ | \$ | - | | |
| | | | | add EB&WB rt turn lanes, NB&SB | | | | | | | |
| Beaverton | Hall | Allen | | double lefts | \$2,373,600 | \$2,373,600 | 2026+ | \$ | - | | |
| Beaverton | Scholls Ferry | 125th | | add SB rt turn lane | \$1,280,640 | \$1,280,640 | 2026+ | \$ | - | | |
| Beaverton | Scholls Ferry | Nimbus | | turn lanes, signal imprvmts | \$1,733,280 | \$1,533,286 | 2026+ | \$ | - | | |
| Beaverton | Farmington | Lombard | | add NB rt turn lane | \$1,689,120 | \$1,689,120 | 2026+ | \$ | - | | |
| Beaverton | BH Hwy | Western | | turn lanes, signal imprvmts | \$2,064,480 | \$2,064,480 | 2026+ | \$ | - | | |
| Beaverton | Hall | Denney | | turn lanes, signal imprvmts | \$850,080 | \$850,080 | 2026+ | \$ | - | | |
| Beaverton | Scholls Ferry | Allen | | turn lanes, signal imprvmts | \$4,128,960 | \$1,179,703 | 2026+ | \$ | - | | |
| Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$1,280,640 | \$1,280,640 | 2026+ | \$ | - | | |
| Beaverton | Millikan | 141st | Hocken | Add signal, turn lanes, bike & ped | \$2,870,400 | \$2,870,400 | 2018-2025 | \$ | _ | | |
| Beaverton | Denney | Hall | Scholls Ferry | Add turn lanes, bike lanes & signalize | \$6,734,400 | \$6,734,400 | 2018-2025 | \$ | _ | | |
| Beaverton | Allen | Hwy 217 | Western | Add turn lanes, signals, bike/ped | \$6,955,200 | \$6,955,200 | 2018-2025 | \$ | - | | |
| Beaverton | Cedar Hills | Farmington | Walker | Add turn lanes, bike lanes | \$20,976,000 | \$19,362,462 | 2018-2025 | \$ | - | | |
| Beaverton | Millikan | TV Hwy 500' south of | 141st | Add turn lanes, signals, bike and ped | \$18,878,400 | \$18,878,400 | 2018-2025 | \$ | - | | |
| Beaverton | Hall | Allen | 12th | Add turn lanes, bike lanes | \$6,734,400 | \$6,734,400 | 2018-2025 | \$ | | | |
| Beaverton | Hall | Farmington | Cedar Hills | Add turn lanes, bike lanes | \$5,740,800 | \$5,740,800 | 2018-2025 | \$ | | | |
| Beaverton | Weir | 155th | 175th | Turn lanes, bike lanes, sidewalks | \$4,526,400 | \$4,526,400 | 2018-2025 | \$ | | | |
| Deaverton | VVCII | 133111 | 17301 | Add turn lanes, bike lanes, | ψ4,320,400 | ψ4,320,400 | 2010-2023 | Ψ | | | |
| Beaverton | Allen | Hwy 217 | Murray | sidewalks & signalize | \$45,926,400 | \$28,916,622 | 2008-2017 | \$ | | | |
| Beaverton | Canyon Rd | 170th | OR 217 | Access Management | \$1,000,000 | \$1,000,000 | 2014-2017 | \$ | | | |
| Cornelius | Susbauer / | TVHighway | Zion Church | Add new traffic signals at Holladay and Davis and widen existing travel lanes. | \$17,240,000 | \$12,930,000 | 2008-2017 | \$ | 87,698 | | |
| Cornelius | Cornelius- Schefflin | S. CL | Verboort Circle | Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes. | \$7,400,000 | \$5,550,000 | 2008-2017 | \$ | 8,585,995 | \$ 425,295 | MSTIP 3 & MSTIP 3d |
| Cornelius | 10th | Adair/Main | Baseline | Add left & right turn lanes at couplet intersection approaches. | \$2,200,000 | \$471,429 | 2018-2025 | \$ | 4,400 | | |
| Cornelius | 14th | Holladay | Dogwood | Add signals at TV Hwy. and widen existing travel lanes. | \$2,800,000 | \$2,100,000 | 2026+ | \$ | - | | |
| Cornelius | Forest Grove Connectivity | East Forest Grove City Limit | West Cornelius City Limit | Construct new 2 lane collector between Cornelius & Forest Grove | \$1,500,000 | \$1,500,000 | 2026+ | \$ | - | | |
| Cornelius//Fore st Grove | Holladay St Extension | 4th Ave | Yew St | new 2 lane collector | \$10,764,871 | \$10,764,871 | 2018-2025 | \$ | - | | |
| Cornelius | Holladay St Extension | 10th Ave | Gray St | new 2 lane collector | \$1,300,000 | \$1,300,000 | 2008-2017 | \$ | - | | |
| Cornelius | Holladay St Extension | Gray St | 19th Ave | new 2 lane collector | \$1,300,000 | \$1,300,000 | 2018-2025 | \$ | - | | |

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| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | | Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|------------------------|---------------------------------------|---------------------|----------------|--|-----------------------------|-----------------------------|---|----|------------------------|---|----------|
| 0 " | Davis St | | 40.1 | | A | A 0.500.000 | | | | | |
| Cornelius | Extension | 4th Ave | 10th Ave | new 2 lane collector | \$2,500,000 | \$2,500,000 | 2018-2025 | \$ | - | | |
| Cornelius | TV Highway Corridor | 4th Ave | 29th Ave | traffic signal system coordination | \$450,000 | \$450,000 | 2008-2017 | \$ | | | |
| Cornelius | Baseline | 10th Ave | 20th Ave | Interconnect signals and consolidate access points. | \$3,600,000 | \$540,000 | 2008-2017 | \$ | 8,200 | \$ 447,492 | TDT |
| Durham | Upper Boones Ferry Upper Boones | Afton | Durham | Widen to accommodate extended left turn lane at Durham | \$276,000 | \$276,000 | 2008-2017 | \$ | - | \$ 23,000 | TDT |
| Durbom | | River | | Add 2 through longs | \$600,000 | ¢600,000 | 2018-2025 | \$ | | | |
| Durham Forest Grove | Ferry 19th | Poplar | HWY 47 | Add 2 through lanes Extend 2 LN | | \$600,000 \$1,517,156 | 2018-2025 | \$ | - | | |
| Forest Grove | | | Quince | Construct 3 LN | \$1,517,156 \$16,574,064 | \$1,517,156 \$16,574,064 | | - | - | | |
| | 23-24 | Hawthorn | | | \$16,574,964 | \$16,574,964 | 2008-2017 | \$ | - 004 740 | | |
| Forest Grove | 26th | Juniper | Oak | Construct 3 LN | \$5,310,045 | \$5,310,045 | 2008-2017 | \$ | 264,748 | | |
| Forest Grove | B St | Hartford | David Hill | Extend 2 LN | \$6,068,623 | \$6,068,623 | 2008-2017 | \$ | - | | |
| Forest Grove | David Hill | East Terminus | HWY 47 | Complete 3 LN | \$6,428,075 | \$6,428,075 | 2008-2017 | \$ | 1,060,874 | \$ 1,782 | MSTIP 3b |
| Forest Grove | Hartford | | | Extend to Thatcher | 3,707,150 | \$3,707,150 | 2026+ | \$ | - | , | |
| Forest Grove | Hawthorn | 26th | HWY 47 | Complete 2 LN | \$7.885.582 | \$7.885.582 | 2008-2017 | \$ | - | | |
| Forest Grove | Laurel | 22nd | 26th | Complete 2 LN | \$8,598,914 | \$8,598,914 | 2008-2017 | \$ | - | | |
| Forest Grove | Main | Hartford | David Hill | Complete 2 LN | \$6,068,623 | \$6,068,623 | 2008-2017 | \$ | - | | |
| Forest Grove | Thatcher | Gales Creek | Thatcher | Signalize Intersection | \$3,996,480 | \$2,997,360 | 2008-2017 | \$ | - | | |
| Forest Grove | HWY 47 | Elm | HWY 47 | Signalize Intersection | \$299,804 | \$224,853 | 2008-2017 | \$ | - | | |
| Forest Grove | Sunset | Willamina | Sunset | Add turn lanes / signal | \$1,525,244 | \$1,198,406 | 2026+ | \$ | 4,423 | | |
| Forest Grove | HWY 47 | Maple | HWY 47 | Signalize Intersection | \$299,804 | \$224,853 | 2008-2017 | \$ | - | | |
| Forest Grove | TV HWY | Quince | | Add turn lanes / signal | \$4.294.293 | \$4.294.293 | 2008-2017 | \$ | - | | |
| Forest Grove | Oak | Pacific Mountain | HWY 47 | Upgrade to 2 LN Collector add Signal | \$6,200,788 | \$4,650,591 | 2008-2017 | \$ | - | | |
| Forest Grove | Heather | View | HWY 47 | Construct 2 LN Collector | \$6,375,830 | \$6,375,830 | 2008-2017 | \$ | | | |
| Forest Grove | E/Pacific/19th | 19th | E | Extend 2 Lane couplet | \$5,264,808 | \$5,264,808 | 2008-2017 | \$ | | | |
| Hillsboro | Main | Main | _ | Add westbound right turn | \$977,417 | \$977,417 | 2008-2017 | \$ | | | |
| Hillsboro | Imlay | at TV HWY | | Signalize | \$488,709 | \$366,531 | 2026+ | \$ | | | |
| า แแอมบเบ | iiiiay | at I v fivv I | | Oignalize | ψ+ου, / υσ | φουσ,σοι | 20207 | Ψ | | | |
| Hillsboro | Cornelius Pass | at TV HWY | | Add 2nd eastbound left turn lane | \$2,443,542 | \$2,101,446 | 2026+ | \$ | - | | |
| Hillsboro | Bentley | Brookwood | | Add eastbound left turn lane | \$772,466 | \$772,466 | 2026+ | \$ | | | |
| 1 1211 - 1 | | at Jackson | | Add ED sight town laws | Ф 77 0 400 | Ф 77 0 400 | 0000 | Φ. | | | |
| Hillsboro | Harewood | School | Cornelius Dass | Add EB right turn lane | \$772,466 | \$772,466 | 2026+ | \$ | | ¢ 40,000 | TOT |
| Hillsboro | TV HWY Witch Hazel | 185th | Cornelius Pass | Widen to 7 lanes | \$77,246,647 \$386,233 | \$64,887,183 \$289,675 | 2026+ | \$ | - | \$ 46,363 | TDT |
| Hillsboro | Witch Hazei | at River | | signalize convert NB through-left lane to | \$386,233 | \$289,675 | 2026+ | \$ | 220,980 | | |
| | | | | separate left turn lane and change | | | | | | | |
| Hillsboro | Minter Bridge | TV HWY | | N/S signal phasing to protected | \$635,321 | \$635,321 | 2026+ | \$ | - | | |

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| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | Prio | or Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|--------------|----------------------|----------------------|----------------|---|--------------------------|------------------------|---|------|------------------------------|----------------------------------|------------|
| | | | | Add northbound/southbound right | | | | | | | |
| | | | | turn lanes, protected-permitted | | | | | | | |
| Hillsboro | Evergreen | at 229th | | N/S signal | \$1,221,770 | \$1,221,770 | 2026+ | \$ | - | | |
| Hillsboro | Grant | 25th/28th | | Add eastbound left turn lane | \$1,466,124 | \$1,466,124 | 2026+ | \$ | - | | |
| | | | | Add eastbound/westbound left turn | | | | | | | |
| Hillsboro | Grant | at Cornell | | lanes | \$977,417 | \$977,417 | 2026+ | \$ | - | | |
| | | | | Add northbound and southbound | | | | | | | |
| Hillsboro | Cornell/Main | at 10th | | lanes | \$3,811,924 | \$3,811,924 | 2026+ | \$ | 159,433 | | |
| | | | | Add northbound and southbound | | | | | | | |
| | | | | double left turn lanes, Add | | | | | | | |
| Hillsboro | Cornell | at 185th | | northbound right turn lane | \$2,443,542 | \$2,443,542 | 2026+ | \$ | - | | |
| Hillsboro | Aloclek | Amberwood | Cornelius Pass | Extend 3 lane | \$3,909,666 | \$3,909,666 | 2018-2025 | \$ | 449,709 | | |
| Hillsboro | Amberwood | 206th | Cornelius Pass | Widen to 3 lane | \$2,932,250 | \$2,932,250 | 2018-2025 | \$ | - | | |
| | | | | | | | | | | | |
| Hillsboro | Airport (Butler) | Shute | Brookwood | Widen to 3 lane | \$2,345,723 | \$2,345,723 | 2026+ | \$ | - | | |
| | | | | | | | | | | | TIF 2 Road |
| Hillsboro | Cornell | Arrington | Main | widen 5 lane | \$11,728,998 | \$11,728,998 | 2018-2025 | \$ | 45,343 | \$ 367 | Con. |
| Hillsboro | Amberglen | Walker | 206th | New 3 lane | \$4,105,149 | \$4,105,149 | 2008-2017 | \$ | - | | |
| | | -4.0 | | Add 2nd left turn lane on northbound/southbound/eastbound | | | | | | | |
| 1 100 - 1 | - | at Cornelius Pass | | approaches, eastbound and | PE 004 400 | ФE 004 400 | 0000 | • | | | |
| Hillsboro | Evergreen Jackson | Pass | | westbound right turn lanes | \$5,864,499 | \$5,864,499 | 2026+ | \$ | - | | |
| Hillsboro | School | Grant | Evergreen | Widen to 3 lanes | \$7,976,257 | \$7,976,257 | 2018-2025 | \$ | _ | | |
| HIIISDOIO | Edgeway | Giani | Evergreen | Wideli to 3 laries | \$1,910,231 | \$1,910,231 | 2010-2025 | Φ | | | |
| Hillsboro | (Salix Ext) | LRT | Walker | New 3 lane extension | \$8,405,782 | \$8,405,782 | 2018-2025 | \$ | | | |
| Hillsboro | 10th | Walnut | Washington | Widen and turn lanes | \$8,806,118 | \$8,806,118 | 2026+ | \$ | | | |
| TIIISDOTO | 10111 | Cornelius | washington | Widelf and tuff laries | ψ0,000,110 | ψ0,000,110 | 2020+ | Φ | | | |
| Hillsboro | Wilkins | Pass | Edgeway | new 3 lane | \$6,797,705 | \$6,797,705 | 2026+ | \$ | _ | | |
| 1 111135010 | VVIIKIIIO | 1 433 | Lageway | New 3 lane bridge over Rock | ψ0,131,103 | ψ0,737,703 | 2020+ | Ψ | | | |
| Hillsboro | Century | Baseline | Lois | Creek | \$29,817,206 | \$29,817,206 | 2018-2025 | \$ | _ | | |
| Hillsboro | 231st | LRT | Baseline | widen 3 lanes | \$10,814,531 | \$10,814,531 | 2008-2017 | \$ | - | | |
| Tillisboro | 20130 | LIKI | Daseillie | Install traffic signal/ widen Glencoe | Ψ10,014,331 | Ψ10,014,001 | 2000-2017 | Ψ | | | |
| | | | | for southbound left turn lane, add | | | | | | | |
| Hillsboro | 1st/Glencoe | at Grant | | left turn lane on Grant | \$4,887,086 | \$4,887,086 | 2026+ | \$ | _ | | |
| Tillisboro | Century | at Orant | | extend 3 lane, including Hwy 26 | ψ+,007,000 | ψ4,007,000 | 2020+ | Ψ | | | |
| Hillsboro | Blvd/229th | Evergreen | West Union | overcrossing | \$14,676,863 | \$14,676,863 | 2018-2025 | \$ | _ | \$ 38,288 | TDT |
| 1 111135010 | DIVU/223ti1 | Lvergreen | West Officia | Extend as new 3 lane/including | Ψ14,070,000 | Ψ14,070,000 | 2010-2023 | Ψ | | ψ 30,200 | 101 |
| Hillsboro | Cornelius Pass | T\/ H\//\ | 209th | grade seperation at TV HWY | \$27,367,662 | \$27,367,662 | 2018-2025 | \$ | _ | | |
| 1 111130010 | 69th | 1 V 11VV 1 | 203011 | grade Seperation at 1 v 11vv 1 | ψ21,301,002 | ΨΖ1,301,002 | 2010-2020 | Ψ | | | |
| Hillsboro | (Quatama) | 227th | Baseline | New 3 lane extension | \$4,943,785 | \$4,943,785 | 2026+ | \$ | | | |
| Hillsboro | Grant | Brookwood | 28th | new 3 lane | \$13,904,396 | \$13,904,396 | 2026+ | \$ | | | |
| Hillsboro | 28th | Baseline | Cornell | widen 3 lanes | \$4,943,785 | \$4,943,785 | 2026+ | \$ | - | | |
| Hillsboro | Brookwood | TV HWY | River | Ext 3 lane | \$15.449.329 | \$15,449,329 | 2008-2017 | \$ | 321,135 | \$ 45 | MSTIP 3b |
| 1 11135510 | DIOURVOOG | | 1.11701 | add EB and SB right turn lanes, | ψ10,770,020 | Ψ10,-70,023 | 2000 2017 | Ψ | 021,100 | 40 | 100111 30 |
| Hillsboro | Cornell | at 229th | | add WB 2nd left turn lane | \$1,954,833 | \$1,954,833 | 2026+ | \$ | - | | |

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| | | _ | _ | | Project Cost | Eligible SDC | Estimated Project Completion | | | Eligible FY 13-14 | |
|------------------------|----------------|---------------------|--------------------|------------------------------------|---------------------------------------|---|------------------------------------|----|-----------|-------------------|----------|
| Jurisdiction | Road | From | То | Project | (2008\$) | Amount | Timeframe | | 2009-2013 | Expenditure | Source |
| | 1051 | | | Add 2nd SB and EB left turn lanes, | * | 40.050.400 | | _ | | | |
| Hillsboro | 185th | at Walker | | WB right turn lane | \$4,398,375 | \$2,950,129 | 2026+ | \$ | - | | |
| Hillsboro | 10th | Baseline | | add turn lanes | \$3,176,603 | \$3,176,603 | 2026+ | \$ | - | | |
| 1 1211 - 1 | 404 | T) / I DAO/ | Division | Add EB right turn lane and NB left | 0077 447 | CO77 447 | 0000 | • | | | |
| Hillsboro | 13th | TV HWY at Rood | River | turn lane | \$977,417 | \$977,417 | 2026+ | \$ | - | | |
| Lillahara | Diver | | | Add coath are district true land | Ф 7 40 750 | Ф Т 40 750 | 2020. | \$ | 20.047 | | |
| Hillsboro | River 229th | Bridge at TV HWY | | Add eastbound right turn lane | \$742,756 | \$742,756 \$450.000 | 2026+ 2026+ | \$ | 26,947 | | |
| Hillsboro Hillsboro | 253rd | | | Add NB right turn lane | \$450,000 \$1,025,004 | \$450,000 \$768,753 | 2026+ | Ψ | - | | |
| | 234th | Evergreen | | signalize | \$450.000 | \$337,500 | 2026+ | \$ | <u> </u> | | |
| Hillsboro | 234tn | Johnson | | signal | \$450,000 | \$337,500 | 2026+ | Ф | | | |
| Hillsboro | Brookwood | Cornell | | Add Dedicated 2nd SB Thru Lane | \$2,443,542 | \$2,443,542 | 2026+ | \$ | | | |
| Hillsboro | Quatama | LRT | 227th | Widen to 3 lanes | \$8,210,299 | \$8,210,299 | 2026+ | \$ | 63,625 | | |
| Hillsboro | Huffman | Shute | 253rd | New 3 lane | \$1,853,920 | \$1,853,920 | 2008-2017 | \$ | 03,023 | | |
| Hillsboro | New Collector | 229th | Cornelius Pass | New 3 lane | \$3,200,000 | \$3,200,000 | 2008-2017 | \$ | | \$ 108,255 | TDT |
| TIIISDOTO | New Collector | 229111 | Comenus Fass | Add bicycle lanes, including rail | \$3,200,000 | ψ3,200,000 | 2000-2017 | Ψ | <u> </u> | Ψ 100,233 | IDI |
| | | | | crossing removal/grade | | | | | | | |
| | | | | adjustments. Add WB right turn | | | | | | | |
| | | Cornelius | | lane at Cornelius Pass, including | | | | | | | |
| Hillsboro | Evergreen | Pass | 215th | Ped island | \$1,200,000 | \$1,080,000 | 2017 | \$ | | | |
| Tilliaboro | Lvergreen | Campus | 21001 | widen to 5 lanes with multimodal | Ψ1,200,000 | ψ1,000,000 | 2017 | Ψ | | | |
| Hillsboro | 231st | Way | Cornell | improvements | \$500,000 | \$170,000 | 2017 | \$ | _ | \$ 33,425 | TDT |
| 1 11100010 | 20100 | , ray | Comon | Improvemente | ψοσο,σσο | Ψ170,000 | 2017 | Ψ | | Ψ 00,120 | |
| | | | | Construct Southbound Cycletrack | | | | | | | |
| Hillsboro | 231st | Cherry | Campus Way | and west pedestrian improvements | \$160,000 | \$60,000 | 2017 | \$ | _ | | |
| | | LRT | | signal & pedestrian crossing | · · · · · · · · · · · · · · · · · · · | , | | Ť | | | |
| Hillsboro | 231st | Crossing | | improvements | \$250,000 | \$225,000 | 2017 | \$ | - | | |
| | Campus Ct | ŭ | | | ¥, | , , | | Ť | | | |
| Hillsboro | extension | existing | Ray Circle | Construct new 2/3 lane collector | \$1,800,000 | \$1,700,000 | 2017 | \$ | - | \$ 31,648 | TDT |
| | | | • | | | | | | | | |
| | | | | | | | | | | | |
| | | | | NB right turn lane to US26 East, | | | | | | | TDT + |
| Hillsboro | Cornelius Pass | Cornell | HWY 26 | and multimodal enhancements | \$1,950,000 | \$665,000 | 2017 | \$ | 108,961 | \$ 1,423,926 | MSTIP 3d |
| North Plains | 208th | Pacific | Kaybern Extension | Construct new two-lane collector | \$500,000 | \$500,000 | 2026+ | \$ | - | | |
| North Plains | 289th | Pacific | West Union | Construct new two-lane collector | \$750,000 | \$750,000 | 2026+ | \$ | - | | |
| North Plains | Pacific | 289th | Jackson School | Construct new two-lane collector | \$1,750,000 | \$1,750,000 | 2026+ | \$ | - | | |
| North Plains | 309th | North | Future school site | Construct new two-lane collector | \$1,000,000 | \$1,000,000 | 2026+ | \$ | - | | |
| North Plains | 313th | North | Future school site | Construct new two-lane collector | \$750,000 | \$750,000 | 2026+ | \$ | - | | |
| North Plains | Cottage | 318th | Gordon | Construct new two-lane collector | \$4,762,500 | \$4,762,500 | 2026+ | \$ | - | | |
| | Jackson | | | | | | | | | | |
| North Plains | School | Pacific | West Union | Construct new two-lane collector | \$750,000 | \$750,000 | 2026+ | \$ | - | | |
| | Kaybern | | | | | | | | | | |
| North Plains | Extension | 280th | West city limits | Construct new two-lane collector | \$2,750,000 | \$2,750,000 | 2026+ | \$ | - | | |
| North Plains | Main | North | Tirmeric | Construct new two-lane collector | \$1,250,000 | \$1,250,000 | 2026+ | \$ | - | | |
| North Plains | Mountaindale | 309th | Tirmeric | Construct new two-lane collector | \$3,500,000 | \$3,500,000 | 2026+ | \$ | - | | |

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| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | | r Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|-----------------|-----------------------|-----------------------|----------------------------------|--|--------------------------|------------------------|---|----|-----------------------------|----------------------------------|----------------|
| | | | | | | | | | | | TDT, |
| | | | | | | | | | | | Street Fund |
| North Plains | Pacific | 307th | East city limits | Construct new two-lane collector | \$750,000 | \$750,000 | 2026+ | \$ | _ | \$ 46,145 | SDCs |
| North Plains | Tirmeric | North | Future school site | Construct new two-lane collector | \$1.000.000 | \$1,000,000 | 2026+ | \$ | | Ψ +0,1+3 | 0003 |
| TTOTALL I GILLO | Timiono | 1401411 | T didire contect one | Widen existing travel lanes to | Ψ1,000,000 | ψ1,000,000 | 20201 | Ψ | | | |
| North Plains | West Union | Glencoe | Jackson School | standard | \$2,365,000 | \$1,182,500 | 2026+ | \$ | _ | | |
| North Plains | Yorkshire | 309th | Tirmeric | Construct new two-lane collector | \$2,250,000 | \$2,250,000 | 2026+ | \$ | - | | |
| North Plains | Pacific | Glencoe | | Add new signal | \$297,102 | \$222,827 | 2026+ | \$ | - | | |
| | | | | Add westbound left turn, | , | , , | | · | | | |
| North Plains | Commercial | Glencoe | | eastbound right turn & signalize | \$371,378 | \$299,959 | 2026+ | \$ | - | | |
| | | | | Construct roundabout north of | | | | | | | |
| Sherwood | Oregon Street | Oregon St | at Tonquin Rd | Oregon St/Murdock Roundabout | \$772,466 | \$772,466 | 2026+ | \$ | - | | |
| | | | at T-S Rd | | | | | | | | |
| Sherwood | Adams Street | Adams Ave | Intersection | Install Traffic Signal | \$386,233 | \$233,609 | 2008-2017 | \$ | - | | |
| | | | | Improve 3 leg intersection; | | | | | | | |
| Sherwood | Edy Road | Edy Rd | at Borchers Drive | possible roundabout | \$458,845 | \$458,845 | 2026+ | \$ | - | | |
| | | | | Remove traffic signal, install raised | | | | | | | |
| | Baler Way | Tualatin- | | median and allow right in right out | | | | | | | |
| Sherwood | Signal | Sherwood | at Baler Way | only. | \$154,493 | \$33,693 | 2026+ | \$ | - | | |
| Sherwood | Sherwood Boulevard | Sherwood Blvd | at Langer Drive | Remove Traffic Signal. Allow lefts in only (no lefts from Langer to Sherwood); capacity issues related to queing at 99W | \$231,740 | \$57,935 | 2026+ | \$ | _ | | |
| Sherwood | Sherwood Boulevard | Sherwood Blvd | at Century Drive | Improve intersection; possible roundabout in conjuncture with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at 99W | \$386,233 | \$386,233 | 2026+ | \$ | - | | |
| | | | | | | | | | | | |
| | Adams Ave | | Tualatin-Sherwood | | 00.44=.40: | 00.44=45: | | | 10.051.055 | | |
| Sherwood | South | 1st & Oregon | Ka | Construction of 3 lane road | \$9,115,104 | \$9,115,104 | 2008-2017 | \$ | 10,251,889 | | |
| Charwood | Adams Ave North | Tualatin- Sherwood | Home Denet/00\\ | Construction of 2 lane road | ¢2 244 250 | ¢2 244 250 | 2040 2025 | \$ | E00.044 | | |
| Sherwood | NOTH | Sherwood | Home Depot/99W Tualatin-Sherwood | Construction of 3 lane road | \$3,244,359 | \$3,244,359 | 2018-2025 | Э | 500,614 | | |
| Sherwood | Century Drive | Adams Ave | Rd | Construction of 3 lane road | \$4,171,319 | \$4,171,319 | 2008-2017 | \$ | | | |
| Offerwood | Century Drive | Railroad | Murdock / Oregon | Adds turn lanes and center median | Ψ+,171,515 | ψ+,171,513 | 2000-2017 | Ψ | | | |
| Sherwood | Oregon Street | Crossing | Roundabout | for capacity | \$4,171,319 | \$4,171,319 | 2026+ | \$ | 109,757 | | |
| <u> </u> | Stogoti Guldet | Crocomig | roundabout | New road extension across rail road tracks from RR Street to Willamette; Existing county road | ψ1,111,010 | ψ1,171,010 | 20201 | Ψ | 100,707 | | |
| Sherwood | Pine Street | Willamette | Sunset | will be widened. | \$3,808,260 | \$3,808,260 | 2008-2017 | \$ | 80,113 | | |
| Sherwood | Elwert Road | ORE 99W | Kruger | Add lanes, turn lanes, and modify signal and phasing, | \$3,089,866 | \$3,089,866 | 2018-2025 | \$ | _ | | |
| One wood | Brookman | OILL 33VV | INIUgei | Signal and phasing, | ψ5,005,000 | φ3,003,000 | 2010-2020 | Ψ | | | |
| Sherwood | Road | ORE 99W | Ladd Hill Road | Add turn lanes and center median | \$13,440,917 | \$13,440,917 | 2018-2025 | \$ | - | | |

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| | | | | | | | Estimated | | | | |
|--------------|--------------------------|--------------------------|-----------------------------|--|----------------------------|----------------------------|------------------------------------|----|-----------------------------|----------------------------------|--------|
| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Project Completion Timeframe | | r Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
| | Galbreath | T-S | | Construction of 2 lane collector | (,, | | | | | | |
| Sherwood | Drive | Rd/Gerda Ln | Cipole Road | road | \$2,317,399 | \$2,317,399 | 2018-2025 | \$ | - | | |
| Sherwood | Cedar Brook Way | ORE 99W Meinecke | ORE 99W | Construction of 2 lane road | \$5,561,759 | \$5,561,759 | 2008-2017 | \$ | - | | |
| Sherwood | Smith Avenue | | Woodhaven Drive | Construction of 2 lane road | \$849,713 | \$849,713 | 2018-2025 | \$ | - | | |
| | South Loop | 005 004 | 005 004/ | | 00 700 070 | 00 700 070 | 0040 0005 | • | | | |
| Sherwood | Road | ORE 99W | ORE 99W Current terminus of | Construction of 2 lane road | \$2,780,879 | \$2,780,879 | 2018-2025 | \$ | - | | |
| Sherwood | Villa Road | Park St | Villa Rd | Construction of 2 lane road | \$1,467,686 | \$1,467,686 | 2026+ | \$ | | | |
| Sileiwood | Cannery | r aik St | VIIIa ING | Construction of 2 lane road | φ1,407,000 | \$1,407,000 | 2020+ | Ψ | | | |
| | Arterials | | | | | | | | | | |
| | (Phase 2 of | | | | | | | | | | |
| | the Downtown | | | | | | | | | | |
| | Sherwood | Washington | | New road to improve access to old | | | | | | | |
| Sherwood | | St. | Oregon St. | town | \$3,862,332 | \$3,862,332 | 2008-2017 | \$ | - | | |
| | Cannery | | | | | | | | | | |
| | Arterials | | | | | | | | | | |
| | (Phase 2 of | | | | | | | | | | |
| | the Downtown | 0 | | Name and Assistance a | | | | | | | |
| Sherwood | Sherwood Master Plan) | South of Railroad St. | Willamette St. | New road to improve access to old town | \$1,699,426 | \$1,699,426 | 2008-2017 | \$ | | | |
| Sileiwood | Sunset | Railloau St. | Willamette St. | town | \$1,099,420 | \$1,099,420 | 2006-2017 | Φ | - | | |
| | Boulevard | | | Add turn lanes and center median | | | | | | | |
| | Road & | | | for capacity at intersection of | | | | | | | |
| | Intersection | | | Main/Sunset; possibility of future | | | | | | | |
| Sherwood | Improvements | Aldergrove | Eucalyptus | signal | \$7,427,562 | \$7,427,562 | 2026+ | \$ | _ | | |
| | · | Ü | ,, | construct new road to 2 lane | | | | | | | |
| Sherwood | Arrow Street | Adams Ave | Gerda Lane | collector standards | \$7,427,562 | \$7,427,562 | 2026+ | \$ | - | | |
| Sherwood | Ladd Hill Road | Support Blvd | UGB south | Widen to 3 lanes plus turn lanes | \$8,913,075 | \$8,913,075 | 2026+ | \$ | | | |
| Charwood | Edv | Cariset Divu | 00D 300til | viden to o lanes plus turn lanes | ψυ,στο,στο | ψυ,σ10,070 | 2020+ | Ψ | - | | |
| | Rd/Sherwood | | | | | | | | | | |
| Sherwood | Blvd | Borchers Dr | 3rd St | Add turn lanes and center median | \$7,427,562 | \$7,427,562 | 2018-2025 | \$ | _ | | |
| | | | | | | , | | | | | |
| Sherwood | Edy Rd | Borchers Dr | City Limits west | Add turn lanes and center median | \$7,427,562 | \$7,427,562 | 2008-2017 | \$ | - | | |
| Sherwood | Elwert Road | 99W | Edy Rd | Add turn lanes and center median | \$14,855,124 | \$14,855,124 | 2018-2025 | \$ | - | | |
| Tigard | 72nd Ave | Durham | Bonita | widen to 5 lanes | \$9,269,598 | \$6,712,467 | 2008-2017 | \$ | - | | |
| Tigard | 72nd Ave | Bonita | Hunziker | widen to 5 lanes | \$7,261,185 | \$7,261,185 | 2008-2017 | \$ | - | | |
| Tigard | 72nd Ave | ORE 99W | Hunziker | widen to 5 lanes | \$9,269,598 | \$9,269,598 | 2008-2017 | \$ | - | | |
| | | Quail Creek | | | | | | | | | |
| Tigard | 121st | Ln | Walnut | widen to 3 lanes | \$4,325,812 | \$4,325,812 | 2026+ | \$ | - | | |
| Tigord | 121st | North Dakata | Walnut | widen to 2 lanes | ¢4 225 042 | ¢4 205 040 | 2026 | ø | | | |
| Tigard | | North Dakota Hall | I5 | widen to 3 lanes widen to 4 lanes | \$4,325,812 \$6,170,733 | \$4,325,812 \$1,972,255 | 2026+ 2008-2017 | \$ | - | | |
| Tigard | Bonita | Пан | เอ | widen to 4 lanes | \$6,179,732 | \$1,972,255 | 2008-2017 | Ф | - | | |

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| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | Prio | or Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|------------------|-----------------------|---------------|------------------------------|---|--------------------------|------------------------|---|----------|------------------------------|----------------------------------|----------|
| | | | | | | | | | | | |
| Tigord | Burnham | Main | Hall | widen to 3 lanes | \$7,286,400 | \$7,286,400 | 2026+ | \$ | 3,026,957 | | |
| Tigard Tigard | Commercial | 95th | Main | 2 lane improvement | \$1,544,933 | \$1,544,933 | 2026+ | \$ | 3,026,957 | | |
| Tigard | Dartmouth | 72nd | 68th | widen to 4 lanes | \$1,853,920 | \$1,853,920 | 2020+ | \$ | - | | |
| rigara | Bartinoati | 72110 | OOUT | Wideli to 4 lanes | ψ1,000,020 | ψ1,000,020 | 2000-2017 | Ψ | | | |
| Tigard | Dartmouth Ext | Dartmouth | Hunziker | extend/realign road | \$23,173,994 | \$23,173,994 | 2018-2025 | \$ | - | | |
| Tigard | Fonner | Walnut | 115th | Widen to provide 2 full-width travel lanes, bikelanes & sidewalks | \$5,098,279 | \$2,549,139 | 2026+ | \$ | - | | |
| Tigard | Greenburg | Teideman | ORE 99W | widen to 5 lanes | \$9,269,598 | \$9,269,598 | 2018-2025 | \$ | - | | |
| Tigard | Greenburg | Teideman | Shady Lane | widen to 5 lanes | \$3,089,866 | \$908,784 | 2008-2017 | \$ | - | | |
| Tigard | Washington Sq | Nimbus Ave. | South mall area (Locust St.) | 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes | \$39,781,536 | \$39,781,536 | 2018-2025 | \$ | - | | |
| | Washington | | | 2-lane overcrossing of Hwy. 217 | | | | | | | |
| Tigard | Sq | Nimbus Ave. | North mall area | with sidewalks & bikelanes | \$39,781,536 | \$39,781,536 | 2026+ | \$ | - | | |
| Tigard | Hunziker | Hall | 72nd | widen to 3 lanes | \$4,634,799 | \$4,634,799 | 2026+ | \$ | 4,983 | | |
| Tigard | Locust | Greenburg | Hall | Widen to 3 lanes | \$2,471,893 | \$2,471,893 | 2026+ | \$ | - | | |
| Tigard | Nimbus Drive Ext | Scholls Ferry | Greenburg | 3 lane extension | \$23,173,994 | \$23,173,994 | 2018-2025 | \$ | - | | |
| Tigard | North Dakota | 121st | Tiedeman | Widen to provide 2 full-width travel lanes, bikelanes & sidewalks | \$5,407,265 | \$2,703,633 | 2026+ | \$ | - | | |
| | | | | Extend Wall St. across creek and | * | | | _ | | | |
| Tigard | Wall Ext | Hunziker | Hall | RR to connect to Hunziker | \$10,814,531 | \$10,814,531 | 2026+ | \$ | - | 454050 | MOTIDOL |
| Tigard | Walnut | 121st | Tiedeman | widen to 3 lanes | \$4,325,812 | \$4,325,812 | 2026+ | \$ | 57,884 | \$ 454,952 | MSTIP 3d |
| Tigard | Walnut | Tiedeman | ORE 99W | Widen to 3 lanes | \$3,862,332 | \$3,862,332 | 2026+ | \$ | - | | |
| Tigard | Walnut Ext | ORE 99W | Scoffins | New 3-lane collector | \$29,353,726 | \$29,353,726 | 2008-2017 | \$ | - | | |
| Tigard | Upper Boones Ferry | Durham | I-5 | widen to 5 lanes | \$4,634,799 | \$4,634,799 | 2008-2017 | \$ | - | \$ 5,183 | TDT |
| Tigard | Darmouth | 72nd | | Intersection expansion to 5 lanes & new signalization | \$2,549,139 | \$2,491,204 | 2026+ | \$ | - | \$ 430,235 | TDT |
| Tigard | McDonald | Hall | | Right turn lane from Hall to McDonald & signal system upgrade | \$772,466 | \$692,948 | 2026+ | \$ | _ | | |
| | | | | Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way | . , | . , | | . | | | |
| Tigard | Scoffins | Hunziker | Hall | signal | \$3,862,332 | \$3,862,332 | 2026+ | \$ | - | | |
| Tigard | North Dakota | 125th | | right turn lane | \$695,220 | \$695,220 | 2026+ | \$ | - | | |
| Tigard | Nimbus | Scholls Ferry | | right turn lane | \$1,776,673 | \$1,776,673 | 2026+ | \$ | - | | |
| L | 1 | l | | Widen to 3 lanes with sidewalks & | | | | | | | |
| Tigard | 121st | Walnut | North Dakota | bikelanes | \$3,321,606 | \$3,321,606 | 2026+ | \$ | - | | |
| Tigard | 121st | North Dakota | | New signal system | \$231,740 | \$231,740 | 2026+ | \$ | - | | |
| Tigard | Greenburg | Olsen | Hall | 2nd NB lane | \$849,713 | \$849,713 | 2008-2017 | \$ | - | | |

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| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | | or Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|--------------|--------------------|--------------------|----------------|--|--------------------------|------------------------|---|----|------------------------------|----------------------------------|-------------------|
| T: | Marin | 0 | ODE 00W | Add protected left turn & | £4.000.000 | ¢4 705 400 | 0000 | • | 0.000.457 | | |
| Tigard | Main | Greenburg | ORE 99W | eastbound lane on 99W | \$4,968,000 | \$1,705,433 | 2026+ | \$ | 2,832,157 | | |
| Time and | 0 | T - ! -! | | Expand intersection to 5 lanes & | CO 407 440 | # 440.400 | 0000 | Φ. | | | |
| Tigard | Greenburg | Teideman | | signal upgrade | \$3,167,113 | \$413,102 | 2026+ | \$ | - | | |
| Tigard | Dartmouth | ORE 99W | | right turn lane | \$308,987 | \$251,052 | 2026+ | \$ | - | | |
| Tigard | 72nd Ave | ORE 99W | | turn lanes | \$772,466 | \$772,466 | 2026+ | \$ | - | | |
| Tigard | 68th | ORE 99W | | turn lanes | \$2,394,646 | \$2,394,646 | 2026+ | \$ | <u> </u> | | |
| Tigard | 68th | Atlanta | Haines | New signal system | \$231,740 | \$173,805 | 2026+ | \$ | - | | |
| Tigard | 72nd Ave | ORE 217 | | Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes | \$29,710,249 | \$29,710,249 | 2008-2017 | \$ | - | | |
| | | | | accommodate a 5-lane 72nd | | | | | | | |
| Tigard | 72nd Ave | Bonita | | Avenue | \$1,114,134 | \$386,536 | 2026+ | \$ | - | | |
| Tigard | 72nd Ave | Carman | | NB right turn lane | \$308,987 | \$308,987 | 2026+ | \$ | - | | |
| J | | Upper | | Upgrade signal & expand to accommodate 5 lanes all | *, | * , | | | | | |
| Tigard | 72nd Ave | Boones Fy | | directions | \$1,544,933 | \$1,544,933 | 2026+ | \$ | - | | |
| Tigard | ORE 99W | McDonald | Gaarde | WB Right turn lane | \$1,081,453 | \$560,753 | 2026+ | \$ | 200,153 | \$ 448,554 | TDT + MSTIP 3d |
| Tigard | Walnut | ORE 99W | | WB Right turn lane, protected left turn Add southbound right turn & | \$1,776,673 | \$939,275 | 2026+ | \$ | - | | |
| Tigard | 72nd Ave | Hampton | Hunziker | protected left turn phasing | \$386,233 | \$386,233 | 2026+ | \$ | - | | |
| Tigard | Durham | Upper Boones Fy | | Reconfigure intersection to make through route between Durham & I-5/Carman interchange | \$1,544,933 | \$1,081,453 | 2026+ | \$ | - | | |
| Tigard | 68th | Dartmouth | | New signal system | \$231,740 | \$173,805 | 2026+ | \$ | - | | |
| Tigard | Carman | I-5 | | turn lanes | \$308,987 | \$294,726 | 2026+ | \$ | - | | |
| Tigard | Carman | I-5 NB | | turn lanes | \$772,466 | \$736,814 | 2026+ | \$ | - | | |
| Tigard | Atlanta Street | Haines | Dartmouth | Extension of Atlanta Street | \$5,520,000 | \$5,520,000 | 2026+ | \$ | - | | |
| Tigard | Backage Road | 68th Parkway | Atlanta Street | Creation of a backage road to provide access to properties fronting 99W | \$2,428,800 | \$607,200 | 2026+ | \$ | - | | |
| Tigard | Beveland Street | 69th Avenue | 72nd Avenue | Widening to provide full two-lanes with sidewalks and planters | \$540,960 | \$270,480 | 2026+ | \$ | | | |
| Tigord | Highway 217 | Hunziker | 70nd Avenus | Extend Hunziker over Hwy. 217 to connect to 72nd Avenue at | ¢40,627,040 | ¢10 607 040 | 2019 2025 | e | | | |
| Tigard | Overcrossing | Street | 72nd Avenue | Hampton. | \$10,637,040 | \$10,637,040 | 2018-2025 | \$ | - | | |
| Tualatin | Sagert | 65th | | signal - new | \$679,770 | \$354,047 | 2008-2017 | \$ | <u> </u> | | |
| Tualatin | Avery | Teton | | signal - new | \$339,885 | \$254,914 | 2026+ | \$ | - | | |
| Tualatin | Cummins | Cipole | | signal - new | \$339,885 | \$254,914 | 2026+ | \$ | - | | |
| Tualatin | Cipole | Herman | | signal & realign railroad | \$3,058,967 | \$2,294,225 | 2018-2025 | \$ | - | | |
| Tualatin | Avery | 105th | | signal - new | \$254,914 | \$191,185 | 2026+ | \$ | - | | |
| Tualatin | Teton | Tualatin Rd | | signal - new | \$254,914 | \$157,936 | 2018-2025 | \$ | <u> </u> | | |
| Tualatin | Leveton | 108th | | signal - new | \$254,914 | \$191,185 | 2026+ | \$ | - | | |

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| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | | r Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|----------------------|-------------------------|--------------------------|----------------------------|--|-----------------------------|-----------------------------|---|----|-----------------------------|----------------------------------|----------|
| Tualatin | Grahams Ferry | Helenius | | signal - new | \$254.914 | \$191.185 | 2026+ | \$ | | | |
| Tualatin | ORE 99W | 130th | | signal - new | \$254,914 | \$191.185 | 2026+ | \$ | - | | |
| Tualatin | Blake | 108th | 105th | Widen to 3 lanes | \$1,461,507 | \$1,461,507 | 2026+ | \$ | - | | |
| Tualatin | Cipole | ORE 99W | Tualatin-Sherwood | Add left turn lane & bike lanes | \$10,196,557 | \$4,588,451 | 2018-2025 | \$ | _ | | |
| Tualatin | Herman | Cipole | 124th Ave | Add left turn lane | \$1,563,472 | \$1,563,472 | 2008-2017 | \$ | - | | |
| | | Tualatin- | | | + 1,000,11 | V 1,000,11 | 2000 2011 | Ψ | | | |
| Tualatin | Boones Ferry | Sherwood | Ibach | widen to 3 lanes | \$5,098,279 | \$4,690,416 | 2008-2017 | \$ | - | | |
| Tualatin | McEwan | 65th | Lake Oswego | widen to 3 lanes | \$3,908,680 | \$3,908,680 | 2026+ | \$ | - | | |
| Tualatin | ORE 99W | Cipole | River | widen to 6 lanes | \$6,797,705 | \$6,797,705 | 2026+ | \$ | - | | |
| Tualatin | Loop Rd | Nyberg | Boones Ferry | new street - 2 lanes | \$4,248,566 | \$4,248,566 | 2026+ | \$ | - | | |
| Tualatin | | Martinazzi | Lower Boones Ferry | Widen to 5 lanes and bridge | \$13,579,200 | \$12,265,084 | 2018-2025 | \$ | - | | |
| Tualatin | Hazelbrook Rd | 99W | Jurgens Ave | Widen to 3 lanes | \$3,543,000 | \$3,543,000 | 2026+ | \$ | - | | |
| Tualatin | Teton | Herman | Tualatin-Sherwood | Widen to 3 lanes | \$2,464,000 | \$2,464,000 | 2026+ | \$ | - | | |
| Tualatin | Myslony | 124th Ave | 112th Ave | Widen to 3 lanes, add bridge | \$14,030,000 | \$14,030,000 | 2013-2020 | \$ | - | | |
| Tualatin | Avery | Teton | Tualatin-Sherwood | Widen to 3 lanes | \$3,600,000 | \$3,600,000 | 2026+ | \$ | - | | |
| Tualatin | Boones Ferry | Ibach | Norwood | Widen to 3 lanes | \$660,000 | \$660,000 | 2026+ | \$ | - | | |
| Tualatin | Helenius | 109th Terrace | Grahams Ferry | Widen to 3 lanes | \$1,403,000 | \$1,403,000 | 2026+ | \$ | - | | |
| Tualatia | Manusad | Boones | Coot situ limita | Miden to 2 lance | #0.004.000 | ¢2.024.000 | 2020. | Φ. | | | |
| Tualatin Tualatin | Norwood 115th Ave | Ferry Rd Blake St | East city limits 124th Ave | Widen to 3 lanes New street | \$2,824,000 \$21,446,000 | \$2,824,000 \$21,446,000 | 2026+ 2026+ | \$ | - | | |
| Tualatiii | E-W | Diake St | 124tii Ave | New Street | \$21,440,000 | \$21,440,000 | 2020+ | Ф | | | |
| Tualatin | connection | 115th | 124th Ave | New street | \$10,000,000 | \$10,000,000 | 2026+ | \$ | - | | |
| Tualatin | Grahams Ferry | | Helenius | Widen to 3 lanes | \$3,300,000 | \$3,300,000 | 2026+ | \$ | - | | |
| Tualatin | Tualatin Rd | 115th | | signal - new | \$609,000 | \$456,750 | 2026+ | \$ | - | | |
| Wash CO | Barnes | Cedar Hills Cornelius | | Add 2 lefts, 2 thru & modify signal | \$2,780,879 | \$2,560,175 | 2026+ | \$ | | | |
| Wash CO | Baseline | Pass | | Add 2 thru & modify Signal | \$1,776,673 | \$1,776,673 | 2026+ | \$ | _ | | |
| Wash CO | Baseline | 185th | | Grade Seperation | \$27,036,326 | \$27,036,326 | 2018-2025 | \$ | | | |
| Wash CO | Beaverton- Hillsboro | Olesen Rd | Scholls Ferry | Realign Oleson Rd. and reconfigure intersections with B-H Hwy. and Scholls Ferry Rd. | \$31,000,000 | \$18,229,167 | 2018-2025 | \$ | 1,087,653 | \$ 45,945 | MSTIP 3c |
| Wash CO | 170th | Merlo | Alexandria | Widen to five lanes | \$19,002,675 | \$16,627,341 | 2018-2025 | \$ | - | | |
| Wash CO | Bethany | Kaiser | | Add turn lanes. | \$1,390,440 | \$1,390,440 | 2026+ | \$ | 2,224,951 | | |
| Wash CO | 173rd | Bronson | Cornell | Extend 173rd Ave. under US26 connecting to 174th Ave. | \$16,994,262 | \$16,994,262 | 2018-2025 | \$ | | | |
| Wash CO | 174th | Bronson | Meadowgrass | Widen to three lanes | \$21,474,568 | \$21,474,568 | 2018-2025 | \$ | | | |
| Wash CO | Cornell | 143rd | ivicauowyrass | Reconfigure intersection | \$6,179,732 | \$6,179,732 | 2018-2025 | \$ | | | |
| vvasii OO | Comen | North of Westview | | necomigure intersection | ψυ, 179,132 | φυ, 179,732 | 2000-2017 | ψ | - | | |
| Wash CO | 185th | | Springville Rd | Widen to five lanes | \$14,213,383 | \$14,213,383 | 2018-2025 | \$ | 5,984,691 | \$ 1,143 | MSTIP 3c |

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| Jurisdiction | Road | From | То | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | | or Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|--------------------|----------------------------------|-------------------|---------------------|---|------------------------------|-----------------------------|---|----|------------------------------|----------------------------------|------------|
| Wash CO | Cornell | Cornelius Pass | | Grade Seperation | \$23,173,994 | \$23,173,994 | 2026+ | \$ | | | |
| Wash CO | 209th | TV Highway | Farmington | Realign and widen to three lanes | \$32,443,592 | \$32,443,592 | 2008-2017 | \$ | 1,947,838 | | |
| Wash CO | Kinnaman | 198th | i amington | Add left turn | \$1,004,206 | \$741,200 | 2026+ | \$ | 1,947,030 | | |
| Wash CO | Kinnaman | 209th | | Add signal | \$231,740 | \$231,740 | 2026+ | \$ | - | | |
| Wash CO | Laidlaw | Bethany | | Add signal | \$231,740 | \$231,740 | 2026+ | \$ | | | |
| Washioo | 197th/198th | Detriarry | | Add Signal | Ψ201,7 40 | Ψ201,7 40 | 2020+ | Ψ | | | |
| Wash CO | Ave. | T.V. Hwy. | Baseline | Widen to 3 lanes & eliminate offset | \$21,474,568 | \$21,474,568 | 2026+ | \$ | | | |
| Wash CO | Scholls Ferry | Hall | Daseillie | Add 2 right, 2 left & mod. Signal | \$2,549,139 | \$2,549,139 | 2026+ | \$ | - | | |
| Wash CO | Scholls Ferry | Murray | | | \$1,390,440 | \$1,390,440 | 2026+ | \$ | | | |
| Washico | Scholls Ferry | wurray | | Add 1 right, 1 left & mod. Signal Widen non-five lane sections to | \$1,390, 44 0 | \$1,390,440 | 2020+ | Ф | | | |
| Wash CO | Baseline | West of Lisa | Brookwood | five lanes | \$35,328,000 | \$11,582,951 | 2026+ | \$ | 300,306 | \$ 1,051,016 | MSTIP 3d |
| Wash CO | Tualatin- Sherwood Rd | Boones Ferry | | Grade Seperation | \$24,178,201 | \$23,628,696 | 2026+ | \$ | - | | |
| Wash CO | Tualatin- Sherwood Rd | ORE 99W | | Add right and left turn and signal | \$1,390,440 | \$1,212,937 | 2026+ | \$ | - | | |
| Wash CO | TV HWY- Farmington | Murray | | Grade separation | \$30,898,659 | \$26,043,155 | 2026+ | \$ | - | | |
| Wash CO | Walker | 158th | | Add 2 right, 2 left, 1 thru & mod. Signal | \$2,549,139 | \$2,100,939 | 2026+ | \$ | - | | |
| Wash CO | Cornell | 113th | Leahy | Widen to three lanes | \$7,724,665 | \$7,724,665 | 2018-2025 | \$ | - | | |
| Wash CO | Cornell | Murray | HWY26 | Widen to five lanes | \$40,322,750 | \$40,322,750 | 2018-2025 | \$ | 1,210,475 | \$ 166 | MSTIP 3b |
| Wash CO | Durham Rd | ORE 99W | Boones Ferry | widen to 5 lanes | \$33,181,824 | \$15,314,688 | 2018-2025 | \$ | - | | |
| Wash CO | Farmington | 170th | 185th | Widen to five lanes | \$13,904,396 | \$4,373,157 | 2008-2017 | \$ | - | | |
| Wash CO | Jenkins | Murray | 158th | Widen to five lanes | \$11,278,010 | \$2,960,478 | 2018-2025 | \$ | - | | |
| Wash CO | Johnson | 185th | 170h | New two lane extension | \$11,741,490 | \$11,741,490 | 2026+ | \$ | - | | |
| Wash CO | Kaiser | Bethany | Cornell | Widen to 3 lanes | \$28,735,753 | \$28,735,753 | 2018-2025 | \$ | 108,459 | | |
| Wash CO | Kaiser | Springville | Bethany | Widen to five lanes | \$7,106,692 | \$7,106,692 | 2018-2025 | \$ | - | | |
| Wash CO | Springville | 185th | PCC Access | widen to 5 lanes | \$5,870,745 | \$5,870,745 | 2018-2025 | \$ | 135,181 | \$ 188,534 | TDT |
| Wash CO | Springville | PCC Access | Kaiser Road | widen to 3 lanes | \$14,831,356 | \$14,831,356 | 2018-2025 | \$ | - | | |
| Wash CO | Taylors Ferry Rd Tualatin- | Oleson | Washington Dr | New 2 lane extension | \$3,089,866 | \$3,089,866 | 2026+ | \$ | - | | |
| Wash CO | Sherwood | ORE 99W | Teton | widen to 5 lanes | \$49.437.854 | \$25,244,862 | 2018-2025 | \$ | 1 /12 0/2 | \$ 738,626 | MSTIP 3c |
| Wash CO | Walker | | Stucki | | + -, - , | | | _ | 1,412,842 | φ /38,626 | IVISTIP 3C |
| | | 185th 185th | ORE 217 | Widen to five lanes | \$13,286,423 | \$7,851,068 \$55,710,614 | 2018-2025 2018-2025 | \$ | 202.070 | ¢ 1.540.500 | MOTID |
| Wash CO Wash CO | Walker | | | Widen to five lanes | \$80,954,486 \$32,907,072 | \$55,710,614 | | \$ | 382,978 | . , , | MSTIP 3c |
| wasn CO | West Union | 185th | 143rd | widen to 3 lanes | \$32,907,072 | \$32,907,072 | 2026+ | \$ | 5,388 | \$ 9,856 | MSTIP 3b |
| Week CO | Darras | Hospital | l aab. | Miden to five lense | ФС 4 7 0 7 00 | ¢4 704 057 | 2040 2025 | • | | | |
| Wash CO | Barnes | entrance | Leahy | Widen to three lenge | \$6,179,732 | \$4,731,357 | 2018-2025 | \$ | - | | |
| Wash CO | Barnes | Leahy | County Line | Widen to three lanes | \$11,586,997 | \$10,275,262 | 2026+ | \$ | - | | |
| Wash CO | Bethany | Kaiser Rd | West Union | Widen to 5 lanes | \$24,338,784 | \$24,338,784 | 2018-2025 | \$ | - | | |
| Wash CO | Farmington | 185th | 209th | Widen to three lanes | \$17,303,249 | \$14,674,907 | 2026+ | \$ | - | | |
| Week CO | \\\\ a a \ | Cornelius | 40546 | widen to Elemen | ¢40.4E7.400 | £40.457.400 | 0000 | 6 | | | |
| Wash CO | West Union | Pass | 185th | widen to 5 lanes | \$19,157,168 | \$19,157,168 | 2026+ | \$ | - | | |
| Wash CO | Scholls Ferry | Allen | Beaverton-Hillsdale | Widen to three lanes | \$20,547,608 | \$13,919,347 | 2026+ | \$ | - | | |
| Wash CO | Merlo/158th | 170th | Walker Rd | Widen to five lanes | \$19,620,648 | \$15,328,632 | 2018-2025 | \$ | - | | |

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| | | | | | | | | T | | |
|------------------------|----------------|-----------------------|--------------------|---|---------------------|--------------|------------------------------------|--------------------|-------------|----------------------------------|
| | | _ | _ | | Project Cost | Eligible SDC | Estimated Project Completion | Prior Expenditures | • | |
| Jurisdiction | Road | From | То | Project | (2008\$) | Amount | Timeframe | 2009-2013 | Expenditure | Source |
| Wash CO | Millikan | Hocken | Murray | Widen to 3 lanes | \$7,415,678 | \$7,415,678 | 2026+ | \$ - | | |
| Wash CO | Barnes | Cedar Hills | 119th | Widen to five lanes | \$5,000,000 | \$4,603,175 | 2008-2017 | \$ - | | |
| Wash CO | Butner | Murray | Cedar Hills | Widen to 3 lanes | \$15,912,809 | \$15,912,809 | 2026+ | \$ - | | |
| Wash CO | 185th | TV Highway | Farmington | Widen to five lanes | \$19,002,675 | \$19,002,675 | 2026+ | \$ 5,353,990 | | |
| Wash CO | 185th | Farmington | Bany | Widen to three lanes | \$14,522,370 | \$14,522,370 | 2026+ | \$ - | | |
| Wash CO | Alexander | 170th | 209th | Widen to three lanes | \$23,637,474 | \$23,637,474 | 2026+ | \$ - | | |
| Wash CO | Johnson | 185th | Cornelius Pass | Widen to three lanes | \$20,856,595 | \$20,856,595 | 2026+ | \$ - | | |
| Wash CO | 198th | TV Highway | Baseline | Widen to three lanes | \$21,474,568 | \$21,474,568 | 2026+ | \$ - | | |
| Wash CO | 175th | Outlook Ln | Horse Tale Dr. | Realign roadway | \$6,179,732 | \$1,544,933 | 2026+ | \$ - | | |
| Wash CO | Cornelius Pass | Amberwood | TV Highway | Widen to five lanes | \$45.421.028 | \$43,149,977 | 2008-2017 | \$ 20,331,019 | \$ 122,802 | MSTIP 3c & TIF 2 Road Con. |
| Wash CO | Grahams Ferry | | Cutter | Widen to three lanes | \$12,977,437 | \$12,977,437 | 2008-2017 | \$ - | , , , , , | |
| Wash | | Grahams | | | | | | | | |
| CO/Wilsonville | Day | Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$6,952,198 | \$5,561,759 | 2026+ | \$ - | | |
| Wash CO/Wilsonville | Clutter/Ridder | Grahams Ferry | Garden Acres | Widen to three lanes | \$2,100,000 | \$840,000 | 2026+ | \$ - | | |
| Wash CO/Wilsonville | Grahams Ferry | Clutter | | Construct turn pockets & signal | \$1,430,000 | \$1,430,000 | 2008-2017 | \$ - | | |
| Wash CO/Wilsonville | Kinsman | Day | Ridder | Construct 3 lane & improve to standard | \$6,000,000 | \$2,820,000 | 2008-2017 | \$ - | | |
| Wash CO/Wilsonville | Day | Kinsman | | Construct left turn pocket & signal | \$880,000 | \$880,000 | 2008-2017 | \$ - | | |
| Wilsonville | Boones Ferry | 95th | | Add turn lanes | \$1,410,000 | \$1,410,000 | 2008-2017 | \$ 1,172,033 | | |
| Wash CO/Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$850,000 | \$850,000 | 2008-2017 | \$ - | | |
| Wash CO/Wilsonville | Boones Ferry | Day | I-5 | Widen Boones Ferry/Day intersection & Boones Ferry to 5 lanes | \$2,490,000 | \$2,490,000 | 2008-2017 | \$ - | | |
| Wash CO/Wilsonville | Grahams Ferry | Railroad Crossing | Day | Widen & add double southbound left turn lane at Day | \$4,500,000 | \$2,700,000 | 2008-2017 | \$ - | | |
| Wash CO/Wilsonville | Grahams Ferry | • | | Widen to 3 lanes & upgrade crossing | \$4,000,000 | \$4,000,000 | 2008-2017 | \$ - | | |
| Wilsonville | Elligsen | Parkway Center Dr. | Canyon Creek North | Widen to 3 lanes | \$2,500,000 | \$1,500,000 | 2008-2017 | \$ - | | |
| Wash Co/Wilsonville | Elligsen | Canyon Creek | 65th | Widen to 3 lanes. Add turn pockets & signal at 65th | \$5,000,000 | \$3,000,000 | 2026+ | \$ - | | |
| Wash CO | 95th Extension | | Leahy | 2 lane road | \$8,651,624 | \$8,651,624 | 2018-2025 | \$ - | | |
| \\/I- CO | T | Grahams | 0 | Realign and widen lanes to | # 00 000 050 | Ф7 70 4 00E | 0040 0005 | Ф 010 | | |
| Wash CO | Tonquin | Ferry | Oregon St | standard | \$30,898,659 | \$7,724,665 | 2018-2025 | \$ 618 | | |
| Wash CO | Glencoe | Evergreen | Jackson | Widen to three lanes | \$22,865,008 | \$22,865,008 | 2018-2025 | \$ - | | |
| Wash CO | 205/206 | Baseline | Quatama | Widen to 5 lanes | \$10,196,557 | \$10,196,557 | 2008-2017 | \$ 409,467 | | |
| Wash CO | Kinnaman | Farmington | 209th | Widen to three lanes | \$23,791,967 | \$23,791,967 | 2026+ | \$ - | | |

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| Jurisdiction | Road | From | To | Project | Project Cost (2008\$) | Eligible SDC Amount | Estimated Project Completion Timeframe | r Expenditures 2009-2013 | Eligible FY 13-14 Expenditure | Source |
|--------------------|--------------------------|--------------------|-------------------|---|-----------------------------|----------------------------|---|-----------------------------|----------------------------------|--------------------|
| Wash CO | Greenburg | Hall | Locust | Widen to five lanes | \$23,019,501 | \$6,770,441 | 2026+ | \$ - | | |
| Wash CO | Hall | Scholls Ferry | Durham | Widen to five lanes | \$50,982,787 | \$37,953,853 | 2018-2025 | \$ - | | |
| Wash CO Wash CO | Scholls Ferry | HWY217 Rainmont | 121st McDaniel | widen to seven lanes | \$20,547,608 \$5,098,279 | \$8,966,229 \$5,098,279 | 2018-2025 2026+ | \$ 1,634,040 | \$ 10,824 | TIF2 |
| Wash CO | Evergreen | East of 25th | West of 253rd | widen to 5 lanes | \$12,408,960 | \$12,408,960 | 2008-2017 | \$ 4,871,699 | \$ 17,164 | TIF 2 Road Con. |
| Wash CO | Tualatin- Sherwood | Teton | Borchers Drive | interconnect signals | \$3,272,584 | \$332,212 | 2008-2017 | \$ - | | |
| WashCo | Baltic Extension | | Spring Crest | Construct new 2 lane road and bridge | \$10,483,200 | \$10,483,200 | 2008-2017 | \$ - | | |
| Wash CO | Roshak | Bull Mountain | | Reconfigure intersection | \$3,500,000 | \$3,500,000 | 2008-2017 | \$ 1,795,692 | \$ 97,688 | TIF 2 Road Con. |
| Wash CO | Tualatin- Sherwood Rd | | | Reconfigure Intersection at Baler Way and construct north leg of intersection | \$1,000,000 | \$1,000,000 | 2013+ | \$ - | | |
| TOTAL | | | | | \$2,621,549,433 | \$2,292,215,700 | | \$ 79,341,062 | \$ 9,638,215 | |

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Transportation Development Tax

Fiscal Year 2012-2013 Annual Report

July 1, 2012 through June 30, 2013

Washington County Department of Land Use and Transportation

December 2013

Board of County Commissioners

Andy Duyck, Chair Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Andy Back, Manager, Planning and Development Services
Gary Stockhoff, County Engineer

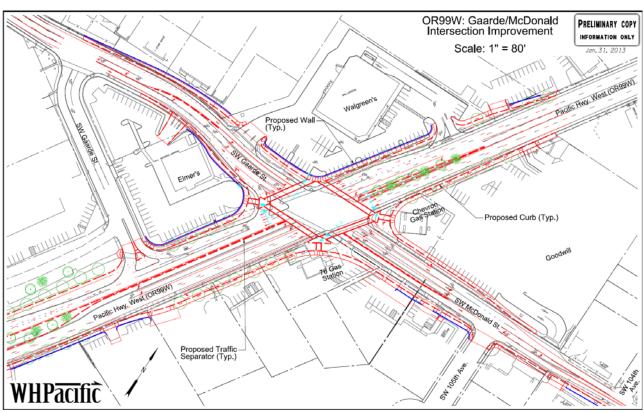
Project Staff

Angela Brown, Planning Assistant Steve L. Kelley, Senior Planner Steve Szigethy, Senior Planner

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2012-2013 ANNUAL REPORT

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The City of Tigard is using Transportation Development Tax funds to leverage federal, state and county funds for a project that improves capacity and reduces congestion at the busy intersection of Pacific Highway, Gaarde Street and McDonald Street. Fiscal Year 2012-2013 TDT funds were used for project design and engineering. *Image: W.H. Pacific / City of Tigard*

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 investing more 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. TDT rates are currently about 20% below the top rates that were originally intended to be in effect by now.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2012-2013 (July 1, 2012 through June 30, 2013) include the following:

- Washington County and the cities collected **nearly \$10.2 million in TDT cash proceeds**, a 27% increase over the previous fiscal year.
- The county and cities issued **TDT credits with a total value of over \$5.9 million**, more than nine times as much credit than was issued in the previous fiscal year.
- County and city TDT accounts collectively generated over \$100,000 in interest and investment income.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as "total TDT activity," was approximately \$16.2 million, nearly double the previous fiscal year.
- In FY 2012-2013 Beaverton, Hillsboro, Tigard and Washington County collectively invested over \$450,000 of TDT in transportation capital projects. The largest investment was \$200,000 by the City of Tigard, used to design intersection improvements at Pacific Highway (99W) and Gaarde/McDonald streets. Countywide, over \$13 million in other revenue was leveraged to build projects or portions of projects on the TDT Project List.
- Administration and compliance expenditures totaled approximately \$360,000. These
 expenditures include bank charges for payments made by credit card, as well as staff time (in
 multiple jurisdictions) administering the TDT.
- TDT accounts across the county had a total balance of about \$25.5 million on June 30, 2013.
 Many jurisdictions are still drawing down TIF funds as they transition to spending funds from their relatively new TDT accounts.

II. TDT POLICY REVIEW

Reporting Requirements

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

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

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

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

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25% of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. The TDT replaced the previous countywide transportation SDC, known as the Traffic Impact Fee (TIF), passed countywide in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impact new development has on the transportation system.

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

The TDT is not a property tax. It is a one-time tax on development structured like an SDC. New development is required to pay the tax when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly 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. Development applicants may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In and Discounts

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

Ordinance 729

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

- Established a 20% discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10% discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5% discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling \$148,650.43 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

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

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36 months prior to the date of application for a building permit." Ordinance 741 changed that time frame to "on or after January 1, 2005 but not more than ten years." By expanding this window of time,

development applicants now theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

Ordinance 746

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

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. The Board must 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 must consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the rate cap in place. The Board has another opportunity to remove or maintain the cap in April 2014. On June 30, 2015, if the cap is still in place, it gets removed the following day and rates rise to the full amount, plus or minus any necessary adjustments in the Construction Cost Index (described on page 4). In each subsequent year TDT rates are adjusted by the Construction Cost Index, with a maximum change of 10% allowed in any given year.

Ordinance 746 also adopted minor administrative changes that:

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

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50% or 75% discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50% for buildings three years or older, and 75% for buildings 20 years or older. The discount, which is intended to encourage small- to medium- sized renovation or redevelopment of vacant spaces, expires on June 30, 2015 if no further action is taken.

Section V of this report provides information on how the Change of Use Discount has been applied throughout the county since its adoption.

Construction Cost Index

The Construction Cost Index provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50%), change in labor costs (weighted 30%) and change in right-of-way costs (weighted 20%), averaged over the last five years. Even with the delayed rate phase-in caused by Ordinance 746, the Construction Cost Index must be calculated and shared with the Board of County Commissioners annually no later than April 30 starting in 2013. This gives the Board the opportunity to review the index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of the respective year. In 2015 and subsequent years, the Board decides during the May-June period whether to approve the rate increases prescribed by the index.

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

As shown in Table 1 below, the Construction Cost Index is trending downward, primarily due to a 15% drop in the National Highway Construction Cost Index that occurred in 2009 and is still affecting the five-year average. A rate adjustment of -1.195% would be applied to FY 2014-2015 TDT rates if the Board decides to remove the discounts associated with Ordinances 729 and 746. If the discounts remain in place, the Construction Cost Index will not affect TDT rates.

TABLE 1: TDT CONSTRUCTION COST INDEX CALCULATION

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

----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 (if discounts are removed) would be \$8,036 in FY 2013-2014, down from the \$8,225 originally intended for FY 2012-2013. The charge is currently \$6,665.

Project List Changes

The TDT Project List – consisting of a Road Project List and a Transit Project List – identifies the transportation improvements eligible for TDT expenditures and credits. Some projects are wholly related to growth and are therefore 100% eligible for TDT expenditures, while other projects address both growth and non-growth needs and are partially eligible for TDT expenditures.

Occasionally circumstances require amendments to the TDT Project List to respond to changing conditions such as a new transportation plan or a specific opportunity associated with development. The TDT code language allows the Board of County Commissioners to amend the list by Resolution and Order. This has occurred twice – once in 2011 and again in 2013.

The most recent requests came from four jurisdictions: City of Beaverton, City of Hillsboro, City of Tualatin and Washington County, at the end of FY 2012-2013. The WCCC Transportation Advisory Committee and Policy Group discussed the proposed amendments and recommended their approval by the Board of County Commissioners. The Board approved the amendments by Resolution and Order 13-78 on August 20, 2013; they are now incorporated into the TDT Project List. Although this action occurred after the close of FY 2012-2013, the amended TDT Project List is included in this report in order to accurately represent assumptions moving forward.

The amendments added 19 projects, removed 13 projects, and changed one project on the TDT Road Project List. All of the changes are consistent with adopted transportation system plans. The amended TDT Road Project List is shown in Appendix A.

III. COUNTYWIDE FINANCIAL ANALYSIS

Countywide Total TDT Activity and Balance

In FY 2012-2013, the county and cities collected \$10,161,118 in TDT revenue, a 27% increase over the previous fiscal year. County and city TDT accounts earned interest amounting to \$103,832. Jurisdictions issued ten different credits totaling \$5,922,157 in value. In total, cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was \$16,188,936 countywide in FY 2012-2013.

Expenditures on capital projects (which may include design), totaled \$457,736. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to \$363,473. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2013 were added together for all jurisdictions across the county, the total "account balance" would be \$25,549,966. That total does not include issued TDT credits or outstanding TDT credit balances. Many jurisdictions are still drawing down their TIF accounts before drawing significant funds from their TDT accounts. This has resulted in significantly more TDT revenue than expenditures – a situation that will change in coming years.

Figure 1 below summarizes the countywide TDT activity for FY 2012-2013.

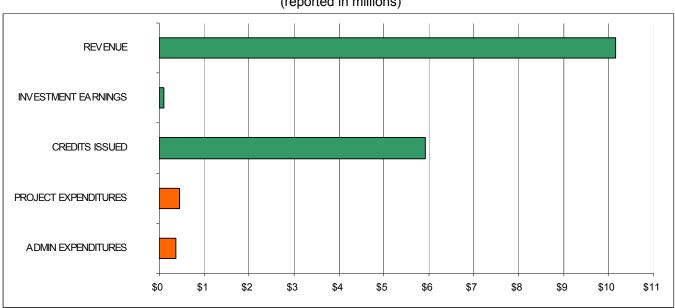


FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2012-2013 (reported in millions)

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 2012-2013 should have been around \$30 million. Actual activity was \$16.2 million – just more than half of that expectation, but more than double the activity of the previous fiscal year.

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 modest recovery are obvious in the line graph. Based on these trends, it is possible that actual activity could "catch up" with expected activity by 2015, assuming a continued positive trend in real estate and the overall economy, and assuming phase-in of the top TDT rates in 2014 or 2015.

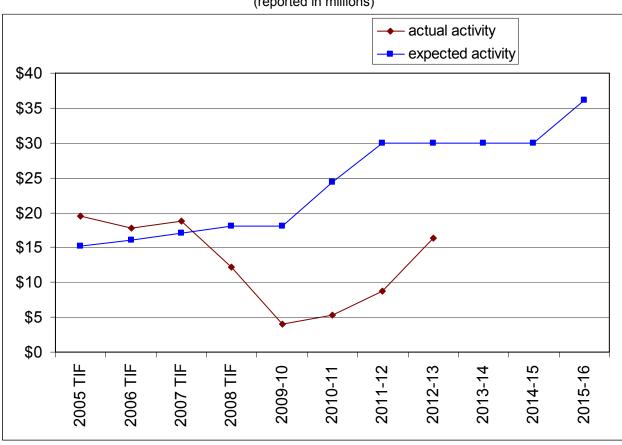


FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY*

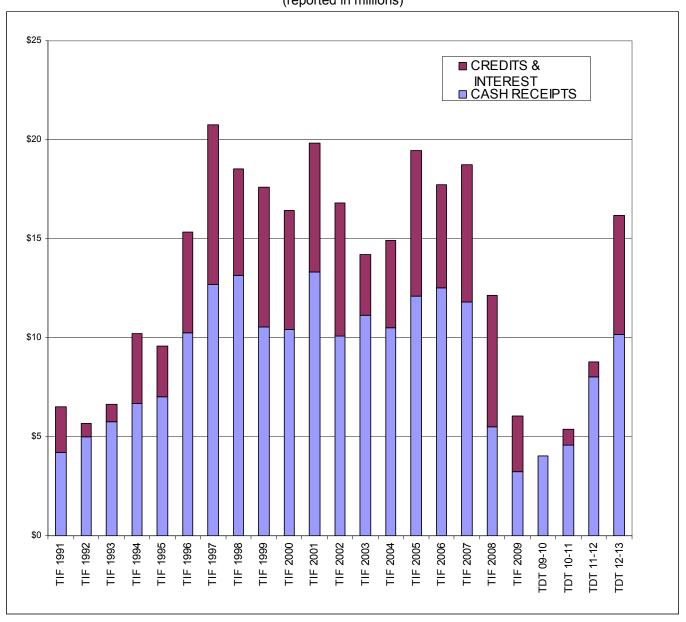
(reported in millions)

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

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2012-2013 with that of previous years, including TIF activity for calendar years prior to 2010. TDT activity is showing strong recovery from the Great Recession, with increasing gains every year since bottoming out in FY 2009-2010. FY 2012-2013 total TDT activity nearly doubled that of the previous fiscal year and is close to pre-recession levels.

FIGURE 3: ANNUAL PROGRAM COMPARISON (reported in millions)



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 2012-2013, the highest revenue month was April 2013, with \$1.37 million in cash receipts, about half of which was collected by the City of Hillsboro.

\$2.00 \$1.50 \$1.37 \$1.10 \$1.00 \$0.99 \$1.00 \$0.92 \$0.82 \$0.74 \$0.74 \$0.71 \$0.64 \$0.57 \$0.55 \$0.50 \$0.00 JULY 2012 AUGUST 2012 NOVEMBER 2012 JANUARY 2013 FEBRUARY 2013 **MARCH 2013** MAY 2013 SEPTEMBER 2012 **DECEMBER 2012 APRIL** 2013 JUNE 2013 OCTOBER 2012

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

Interest Earned

During FY 2012-2013, the countywide TDT program collected \$103,832 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Refer to Table 2 on the next page for a breakdown of interest earnings by jurisdiction.

Credits

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

Full credit is generally available for improvements made to facilities 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 2012-2013, a total of ten separate TDT credits were issued: one each in Beaverton, Sherwood and Tigard, two in Hillsboro, and five in unincorporated Washington County. The ten credits represent \$5,922,157 in eligible improvements to the transportation system, more than nine times the amount of credit issued during the previous fiscal year. Much of the credit activity took place in Hillsboro, including \$3.4 million for the construction of Ronler Drive, a new road leading to Intel's Ronler Acres Campus.

Developers also "cashed in" about \$3.9 million in TDT credit vouchers, some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 2 and Figure 6 summarize FY 2012-2013 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 2012-2013, in order, were Washington County (\$2.97 million, 29% of total), City of Hillsboro (\$2.69 million, 26% of total) and City of Forest Grove (\$1.40 million, 14% of total). However, if credits are included, Hillsboro by far had the most TDT activity, with \$6.3 million.

In terms of expenditures, Washington County had the highest amount with \$427,791. This included design work on the Springville Road project as well as general administrative expenses and bank charges. If considering project expenses only, Tigard invested the most, with \$200,000 going toward intersection improvements at Pacific Highway and McDonald/Gaarde streets. Greater detail on TDT expenditures is provided in section IV.

Estimated TDT account balance as of June 30, 2013 was highest in the City of Hillsboro (\$7.8 million), followed by Washington County (\$7.1 million).

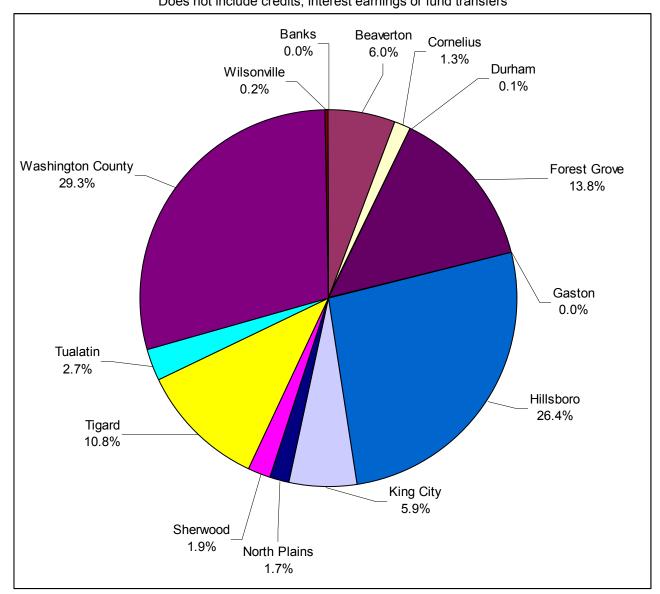
TABLE 2: TDT REVENUE AND EXPENDITURES BY JURISDICTION

(rounded to nearest dollar)

| | | , | Interest | , | | Project & | |
|-------------------|---------------|---------------|------------|----------------|------------------|-----------|---------------|
| | Balance as of | | Earnings & | | | Admin | Balance as of |
| Jurisdiction | 6/30/12 | Cash Receipts | Transfers | Credits Issued | "Total Activity" | Expenses | 6/30/13 |
| Banks | \$6,672 | \$0 | \$39 | | \$39 | \$0 | \$6,711 |
| Beaverton | \$1,043,637 | \$605,346 | \$9,440 | \$780,951 | \$1,395,737 | \$52,098 | \$1,606,325 |
| Cornelius | \$398,046 | \$127,156 | \$2,208 | | \$129,364 | \$0 | \$527,410 |
| Durham | \$17,883 | \$6,665 | \$128 | | \$6,793 | \$1,500 | \$23,175 |
| Forest Grove | \$1,014,479 | \$1,400,394 | \$11,305 | | \$1,411,699 | \$0 | \$2,426,178 |
| Gaston | \$10,517 | \$0 | \$57 | | \$57 | \$0 | \$10,574 |
| Hillsboro | \$5,265,199 | \$2,687,013 | \$36,666 | \$3,594,362 | \$6,318,041 | \$115,661 | \$7,873,217 |
| King City | \$795,643 | \$599,850 | \$5,882 | | \$605,732 | \$0 | \$1,401,375 |
| North Plains | \$88,402 | \$174,326 | \$597 | | \$174,923 | \$0 | \$263,325 |
| Sherwood | \$337,868 | \$189,135 | \$2,205 | \$1,180,651 | \$1,371,991 | \$0 | \$529,208 |
| Tigard | \$951,050 | \$1,101,901 | \$2,659 | \$2,575 | \$1,107,135 | \$224,158 | \$1,831,451 |
| Tualatin | \$1,620,459 | \$278,887 | \$10,223 | | \$289,110 | \$0 | \$1,909,569 |
| Washington County | \$4,554,541 | \$2,973,569 | \$24,244 | \$363,618 | \$3,361,431 | \$427,791 | \$7,124,563 |
| Wilsonville | \$0 | \$16,875 | \$8 | | \$16,883 | \$0 | \$16,883 |
| Countywide Total | \$16,104,395 | \$10,161,118 | \$105,662 | \$5,922,157 | \$16,188,936 | \$821,208 | \$25,549,966 |

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2012-2013

Does not include credits, interest earnings or fund transfers



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2012-2013, three cities and Washington County invested a combined total of \$457,736 in TDT funds to design and/or build capital improvements on the TDT Project List. Figures listed below account for FY 2012-2013 expenditures only.

- The City of Beaverton completed the SW Dawson Way project, extending a former dead-end street to intersect with SW Hocken Avenue. The city used \$13,594 in TDT funds in FY 2012-2013, capping a more substantial \$206,000 investment from the previous fiscal year. The project includes a new section of two-lane roadway, bike lanes, sidewalks, street lighting, underground utilities and a rain garden in the former cul-de-sac area. The extension helps improve street connectivity and traffic flow in the redeveloping area just north of Central Beaverton. Total project cost was approximately \$238,000.
- The City of Hillsboro used \$108,961 in TDT funds (in addition to other city funds) for right-of-way acquisition for the widening of **NW Cornelius Pass Road to six through lanes** between Sunset Highway and Cornell Road. The project a collaboration between the City of Hillsboro, Washington County, State of Oregon and Intel Corporation will also include bicycle and pedestrian facilities, street lighting and a landscaped median. Total project cost is estimated to be \$21 million.
- The City of Tigard contributed \$200,000 in TDT for **SW Pacific Highway / Gaarde Street / McDonald Street Intersection Improvements**. The ODOT-managed project, which was in the design phase in FY 2012-2013, will improve operations and capacity at this congested intersection. It will add a third southbound lane and northbound right and dual left turn lanes on Pacific Highway and widen the Gaarde and McDonald Street approaches to the intersection. Sidewalks and bike lanes will be constructed throughout the project area and the crosswalk on the north side of the intersection will be reopened. The project is funded through a combination of TDT, federal, state, and county Major Streets Transportation Improvement Program (MSTIP) funds. Total project cost is estimated to be \$9 million and construction is scheduled for 2015.
- Washington County used \$135,181 in TDT funds for the design of NW Springville Road between 185th and 173rd Avenues near Portland Community College Rock Creek campus. The project will add roadway capacity and include bicycle and pedestrian facilities. Construction funding sources and scheduling are to be determined.

Non-TDT Expenditures

Other improvements or portions of improvements on the TDT Project List have been constructed using non-TDT funding sources including MSTIP, remaining TIF funds and state grants. In FY 2012-2013, jurisdictions invested approximately \$13.5 million in non-TDT funding resources for projects on the TDT List. Examples include:

• \$6.8 million in Washington County TIF funds for widening to five lanes and providing bike lanes and sidewalks on **NW Cornelius Pass Road** between Wilkins Street and Alocleck Drive in Hillsboro (total cost \$10.1 million; funding also included MSTIP).

- \$3.2 million in Washington County TIF funds for widening to five lanes and providing buffered bike lanes on NW Evergreen Road between 25th and 253rd Avenues in Hillsboro (total cost \$6.5 million).
- \$263,000 in Forest Grove TIF funds for the **extension of 26th Avenue**, including a bridge over Council Creek, to serve developing residential areas in northern Forest Grove.

Appendix A details the TDT Road Project List and the associated expenditures from TDT and other sources from FY 2009-2010 through FY 2012-2013. There have been no expenditures associated with the TDT Transit Project List.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is captured by the TDT. The TDT was developed with a target of providing 28% 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 2012-2013, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is now anticipated as to cover 29.45% of the cost of the TDT Project List once rates are fully phased in.

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

Comparing the total cost of TDT-eligible projects that remain unfunded (\$2,212,874,639) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of \$1,328 per motor vehicle trip. The fully phased-in Captured Cost per New Person Trip-End remains at \$391, which would now be 29.45% of the eligible motor vehicle costs. Transit and compliance costs have remained static.

TABLE 3: SDC-ELIGIBLE COST PER PERSON TRIP-END

(Including completed projects)

| | Ţ | | SDC-Eligible | Captured Cost | |
|--------------------|-----------------|------------|--------------|---------------|--------------|
| | | Total New | Cost per New | per New | |
| | SDC Eligible | ADT Person | Person | Person Trip- | |
| Type of Cost | Costs | Trip-Ends | Trip-End | End | Capture Rate |
| Motor Vehicle Cost | \$2,212,874,639 | 1,666,558 | \$1,328 | \$391 | 29.45% |
| Transit Cost | \$264,412,104 | 1,666,558 | \$159 | \$45 | 28.0% |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | \$3 | 100% |
| Total | \$2,482,520,743 | | \$1,560 | \$439 | |

V. REDEVELOPMENT ANALYSIS

A unique feature of this year's TDT Annual Report is an analysis of the Change of Use Discount and a broader look at TDT reductions associated with redevelopment. This information is intended to help the WCCC and Board as they prepare to make decisions about TDT rates in 2014.

Deduction vs. Discount

Two different types of TDT reductions are currently available in the context of property redevelopment:

<u>Deduction</u>: Under TDT code section 3.17.050-B, development applicants are allowed to reduce their TDT obligation by calculating and deducting a theoretical TDT amount associated with previous uses on the site. The definition of previous use, which was made more flexible through Ordinance 741 in 2011, is "the most intensive lawful, permitted use existing at a particular property on or after January 1, 2005 but not more than ten years prior to the date of application for a building permit."

For example, someone redeveloping a 2,000-square foot single-family home into an office could have their TDT reduced from \$13,738 down to \$7,073 by deducting the \$6,665 charge associated with the old house – a 49% discount. In cases where the new use is less "intense" than the old use (as defined by the TDT rate table), the deduction may be enough to result in no TDT charge at all. An example would be a medical office building converting to a general office building.

• Change of Use Discount: Ordinance 751, adopted in 2012, established a deeper discount for some of the deductions described above. Effective July 19, 2012, the ordinance established a 50% or 75% discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to certain commercial, industrial or office uses. The discount applies only to the first 5,000 square feet of floor area, and is calculated at 50% for buildings three years or older, and 75% for buildings 20 years or older. The discount, which is intended to encourage small- to medium- sized renovation or redevelopment of vacant spaces, will expire on June 30, 2015 if no further action is taken.

In the above example of a house redeveloping into an office, the \$7,073 charge (already reduced through deduction) could be further discounted by 75% if the house is more than 20 years old, resulting in a TDT charge of \$1,768.25. In this case, the combined effect of the deduction and discount is an 87% reduction in the applicant's TDT obligation.

Redevelopment Analysis

In attempt to gauge how redevelopment fits into the larger picture of TDT activity, county staff analyzed all TDT notices issued for non-single-family residential development in unincorporated Washington County during FY 2012-2013. These cases represent 24 different development projects and brought in approximately \$1.9 million in TDT revenue (representing about two thirds of Washington County's TDT cash proceeds in FY 2012-2013). The developments can be classified into four types:

• 16 developments involved **no change of use deduction**, meaning that the property was previously vacant or had unlawful structures that were ineligible for any deductions or discounts.

- 4 developments involved a **standard change of use deduction** that still resulted in a TDT charge because the new use was more intense and/or larger than the old use.
- 2 developments involved a **change of use discount** that reduced the original charge by up to 75%.
- 2 developments involved a standard change of use deduction that resulted in a **zero TDT charge** because the new use was less intense and/or smaller than the old use.

Taken together, about one third of development applications in unincorporated Washington County (not considering single-family homes) involved some sort of TDT deduction or discount due to redevelopment. Had these reductions not been applied to the projects above, the \$1.9 million in TDT payments would have been closer to \$2.9 million. Put another way, development applicants saved one third of their money because of the available reductions.

The above sample was taken from unincorporated Washington County. Redevelopment may represent a greater proportion of development in the incorporated cities, but information was not available to test this hypothesis. However, county staff did collect information on countywide participation in the Change of Use Discount option, described below.

Change of Use Discount Participation

In FY 2012-2013 (the first year the Change of Use Discount was available), eight applicants used the discount, including three applicants each in Hillsboro and Tigard and two applicants in unincorporated Washington County. These applicants received discounts ranging from 4% to 75% off of their original TDT calculation and 52% on average. They collectively saved \$88,000, or about \$11,000 per application.

In the most beneficial case, a renovation of a general office building in Tigard to accommodate medical offices resulted in savings of more than \$60,000 off of a TDT charge that was originally \$90,000. Other examples included a conversion of a single family residence into a church, a specialty retail space into a high-turnover restaurant, and a warehouse into a light industrial operation.

Participation in the Change of Use Discount was very small compared to the total volume of TDT transactions countywide. Without more detailed research and interviews, reasons for this low participation rate can only be guessed. Explanations may include:

- a general unfamiliarity with the discount;
- inadequate documentation of the previous use on the part of applicants (which would make those applicants ineligible for the discount); or
- a general trend toward development of "greenfield" sites and demolition of buildings, both of which are not eligible for the discount.

The Change of Use Discount ends on June 30, 2015 if no further action is taken by the Board.

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
|--------------|---|---------------|-------------------|---|------------------------|---------------------------------|----------------------------------|--------|
| | Allen: Murray- Scholls, Cedar Hills: Farmington to north of Walker, Hall: Southbound Hwy. 217 ramp- Cedar Hills, Farmington: Southbound Hwy. 217 ramp- | | | | | | | |
| Beaverton | west of Murray | | | Adaptive signal systems | \$11,040,000 | \$ - | | |
| Boavoitoii | Farmington | | | widen to 5 lanes with multimodal | Ψ11,010,000 | ų. | | |
| Beaverton | | Murray | Hocken | improvements | \$9,299,886 | \$ - | | |
| Beaverton | | TV Hwy | Farmington | widen to 5 lanes w/ multimodal | \$1,766,400 | \$ - | | |
| Beaverton | Rose Biggi | Crescent | Hall via Westgate | extend 2-lane multimodal | \$3,864,000 | \$ 34,687 | | |
| Beaverton | Crescent | Rose Biggi | Cedar Hills | extend 2-lane multimodal | \$3,864,000 | \$ 65,237 | | |
| | Dawson / | | | | | | | |
| Beaverton | Westgate | Rose Biggi | Hocken | extend 2-lane multimodal | \$9,825,600 | \$ 238,119 | \$ 13,594 | TDT |
| | | | | | | | | |
| Beaverton | | Scholls Ferry | | extend 2-lane multimodal | \$5,409,600 | \$ - | | |
| Beaverton | | Brockman | Hall | extend 2-lane multimodal | \$15,345,600 | \$ 143,127 | | |
| Beaverton | | TV Hwy | Broadway | extend 2-lane multimodal | \$3,312,000 | \$ - | | |
| Beaverton | | Watson | 114th | extend 2-lane multimodal | \$15,235,200 | \$ - | | |
| Beaverton | | Broadway | 115th | construct 2-lane multimodal | \$4,968,000 | \$ - | | |
| Beaverton | | LRT | BH/Griffith | construct 2-lane multimodal | \$11,040,000 | \$ - | | |
| _ | 120th new | _ | | | | | | |
| Beaverton | street | Center | Canyon | construct 2-lane multimodal | \$9,825,600 | \$ - | | |
| | 141st / 142nd / | | | | ^- | | | |
| Beaverton | 144th | 141st | 144th | Extend and connect streets | \$7,065,600 | \$ - | | |
| Beaverton | Sexton Mtn | 155th | Sexton Mtn | extend 2-lane multimodal | \$2,760,000 | \$ - | | |
| Beaverton | | Hall | Denney | extend 2-lane multimodal | \$17,001,600 | \$ - | | |
| Beaverton | | Hall | Jenkins | construct 2 or 4 lane | \$15,897,600 | \$ - | | |
| Beaverton | Hall | Cedar Hills | Hocken | extend 2-lane multimodal | \$6,072,000 | \$ - | | |
| Beaverton | Scholls Ferry | Davies | | add NB rt turn lane, close east end of Scholls Ferry @Barrows | \$331,200 | \$ - | | |

| | | | | | Eligible SDC | Prior Expenditures | Eligible FY 12-13 | |
|--------------|---------------|----------------|---------------|---------------------------------------|-------------------------|--------------------|-------------------|--------|
| Jurisdiction | Road | From | То | Project | Amount | 2009-2012 | Expenditure | Source |
| | | | | add double left turn lanes on all | | | | |
| Beaverton | Cedar Hills | Walker | | approaches, add EB rt turn lane | \$2,215,459 | \$ - | | |
| Beaverton | Murray | Allen | | turn lanes, signal imprvmts | \$1,052,480 | \$ - | | |
| Beaverton | Hall | Center | | turn lanes, signal imprvmts | \$121,440 | \$ - | | |
| | | Barrows | | | | | | |
| Beaverton | Scholls Ferry | (west end) | | add SB rt turn lane | \$291,771 | \$ - | | |
| Beaverton | Millikan | Murray | | rt turn lane for WB Millikan | \$607,200 | \$ - | | |
| Beaverton | Walker | 173rd | | turn lanes, signal imprvmts | \$2,324,211 | \$ - | | |
| Beaverton | Walker | 167th | | signalize; add SB left turn lane | \$173,995 | \$ - | | |
| Beaverton | Cedar Hills | Jenkins | | turn lanes, signal imprvmts | \$2,550,240 | \$ - | | |
| Beaverton | Cedar Hills | Hall | | add NB rt turn lane | \$728,640 | \$ - | | |
| Beaverton | Canyon | Cedar Hills | | turn lanes, signal imprvmts | \$6,922,080 | \$ - | | |
| Beaverton | Farmington | Cedar Hills | | turn lanes, signal imprvmts | \$2,891,429 | \$ - | | |
| | | l | | add EB&WB rt turn lanes, NB&SB | | | | |
| Beaverton | Hall | Allen | | double lefts | \$2,373,600 | \$ - | | |
| Beaverton | Scholls Ferry | 125th | | add SB rt turn lane | \$1,280,640 | \$ - | | |
| Beaverton | Scholls Ferry | Nimbus | | turn lanes, signal imprvmts | \$1,533,286 | \$ - | | |
| Beaverton | Farmington | Lombard | | add NB rt turn lane | \$1,689,120 | \$ - | | |
| Beaverton | BH Hwy | Western | | turn lanes, signal imprvmts | \$2,064,480 | \$ - | | |
| Beaverton | Hall | Denney | | turn lanes, signal imprvmts | \$850,080 | \$ - | | |
| Beaverton | Scholls Ferry | Allen | | turn lanes, signal imprvmts | \$1,179,703 | \$ - | | |
| Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$1,280,640 | \$ - | | |
| Decuerton | Millikan | 141st | Hocken | Add signal, turn lanes, bike & ped | \$2,870,400 | \$ - | | |
| Beaverton | IVIIIIKari | 14151 | nocken | Add turn lanes, bike lanes & | φ2,070, 4 00 | Φ - | | |
| Beaverton | Dennev | Hall | Scholls Ferry | signalize | \$6,734,400 | \$ - | | |
| Beaverton | Allen | Hwy 217 | Western | Add turn lanes, signals, bike/ped | \$6,955,200 | \$ - | | |
| Beaverton | Cedar Hills | Farmington | Walker | Add turn lanes, bike lanes | \$19,362,462 | \$ - | | |
| Boavoiton | Ocaai i iiio | 1 arriningtori | VValikoi | rad tarriance, sine iance | Ψ10,002,102 | Ψ | | |
| Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$18,878,400 | \$ - | | |
| | | 500' south of | | , and the same of the same parts | + 10,010,100 | * | | |
| Beaverton | Hall | Allen | 12th | Add turn lanes, bike lanes | \$6,734,400 | \$ - | | |
| Beaverton | Hall | Farmington | Cedar Hills | Add turn lanes, bike lanes | \$5,740,800 | \$ - | | |
| Beaverton | Weir | 155th | 175th | Turn lanes, bike lanes, sidewalks | \$4,526,400 | \$ - | | |
| | | | | Add turn lanes, bike lanes, | • | | | |
| Beaverton | Allen | Hwy 217 | Murray | sidewalks & signalize | \$28,916,622 | \$ - | | |
| Beaverton | Canyon Rd | 170th | OR 217 | Access Management | \$1,000,000 | \$ - | | |
| _ | | | | Add new traffic signals at Holladay | | | | |
| | Susbauer / | | | and Davis and widen existing travel | | | | |
| Cornelius | 19th | TVHighway | Zion Church | lanes. | \$12,930,000 | \$ 87,698 | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Expenditures 009-2012 | Eligible FY 12-13 Expenditure | Source |
|---------------------------|---|-------------------------|------------------------------|--|----------------------------|--------------------------|----------------------------------|-------------------|
| Cornelius | Cornelius- Schefflin | S. CL | Verboort Circle | Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes. | \$5,550,000 | \$ 8,533,062 | \$ 52,933 | OTIA3 & MSTIP3 |
| Cornelius | 10th | Adair/Main | Baseline | Add left & right turn lanes at couplet intersection approaches. | \$471,429 | \$ 4,400 | | |
| Cornelius | 14th | Holladay East Forest | Dogwood | Add signals at TV Hwy. and widen existing travel lanes. | \$2,100,000 | \$ - | | |
| | Forest Grove Connectivity | Grove City Limit | West Cornelius City Limit | Construct new 2 lane collector between Cornelius & Forest Grove | \$1,500,000 | \$ - | | |
| Cornelius//Fore st Grove | Holladay St Extension | 4th Ave | Yew St | new 2 lane collector | \$10,764,871 | \$ - | | |
| Cornelius | Holladay St Extension Holladay St | 10th Ave | Gray St | new 2 lane collector | \$1,300,000 | \$ - | | |
| Cornelius | Extension Davis St | Gray St | 19th Ave | new 2 lane collector | \$1,300,000 | \$ - | | |
| Cornelius | Extension TV Highway | 4th Ave | 10th Ave | new 2 lane collector | \$2,500,000 | \$ - | | |
| Cornelius | Corridor | 4th Ave | 29th Ave | traffic signal system coordination Interconnect signals and | \$450,000 | \$ - | | |
| Cornelius | Baseline | 10th Ave | 20th Ave | consolidate access points. | \$540,000 | \$ 8,200 | | |
| Durham | Upper Boones Ferry Upper Boones | Afton At Tualatin | Durham | Widen to accommodate extended left turn lane at Durham | \$276,000 | \$ - | | |
| Durham Forest Grove | Ferry 19th | River Poplar | HWY 47 | Add 2 through lanes Extend 2 LN | \$600,000 \$1,517,156 | \$ - | | |
| Forest Grove | 23-24 | Hawthorn | Quince | Construct 3 LN | \$16,574,964 | \$ - | | |
| Forest Grove Forest Grove | 26th B St | Juniper Hartford | Oak David Hill | Construct 3 LN Extend 2 LN | \$5,310,045 \$6,068,623 | \$ 2,155 | \$ 262,593 | TIF |
| Forest Grove | David Hill | East Terminus | HWY 47 | Complete 3 LN | \$6,428,075 | \$ 1,049,932 | \$ 10,942 | MSTIP 3b |
| Forest Grove | Hartford | | | Extend to Thatcher | \$3,707,150 | \$ - | | |
| Forest Grove | Hawthorn | 26th | HWY 47 | Complete 2 LN | \$7,885,582 | \$ - | | |
| Forest Grove | Laurel | 22nd | 26th | Complete 2 LN | \$8,598,914 | \$ - | | |
| Forest Grove | Main | Hartford | David Hill | Complete 2 LN | \$6,068,623 | \$ - | | |
| Forest Grove | Thatcher | Gales Creek | Thatcher | Signalize Intersection | \$2,997,360 | \$ - | | |
| Forest Grove | HWY 47 | Elm | HWY 47 | Signalize Intersection | \$224,853 | \$ - | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
|------------------------|--------------------|-----------------------|----------------|--|----------------------------|---------------------------------|----------------------------------|--------|
| Forest Grove | Sunset | Willamina | Sunset | Add turn lanes / signal | \$1,198,406 | \$ 4,423 | | |
| Forest Grove | | Maple | HWY 47 | Signalize Intersection | \$224,853 | \$ - | | |
| Forest Grove | TV HWY | Quince | | Add turn lanes / signal | \$4,294,293 | \$ - | | |
| Forest Grove | Oak | Pacific | HWY 47 | Upgrade to 2 LN Collector add Signal | \$4,650,591 | \$ - | | |
| F | l la athan | Mountain | 1.114/5/. 47 | O | CO 075 000 | • | | |
| Forest Grove | Heather | View | HWY 47 | Construct 2 LN Collector | \$6,375,830 | \$ - | | |
| Forest Grove | E/Pacific/19th | 19th | E | Extend 2 Lane couplet | \$5,264,808 | \$ - | | |
| Hillsboro | | Main | | Add westbound right turn | \$977,417 | \$ - | | |
| Hillsboro | Imlay | at TV HWY | | Signalize | \$366,531 | \$ - | | |
| Hillsboro | Cornelius Pass | | | Add 2nd eastbound left turn lane | \$2,101,446 | \$ - | | |
| Hillsboro | Bentley | at Brookwood | | Add eastbound left turn lane | \$772,466 | \$ - | | |
| Hillsboro | Harewood | at Jackson School | , | Add EB right turn lane | \$772,466 | \$ - | | |
| Hillsboro | TV HWY | 185th | Cornelius Pass | Widen to 7 lanes | \$64,887,183 | \$ - | | |
| Hillsboro | Witch Hazel | at River | | signalize | \$289,675 | \$ 220,980 | | |
| Hillsboro | Minter Bridge | TV HWY | | convert NB through-left lane to separate left turn lane and change N/S signal phasing to protected | \$635,321 | \$ - | | |
| Hillsboro Hillsboro | Evergreen Grant | at 229th 25th/28th | | Add northbound/southbound right turn lanes, protected-permitted N/S signal Add eastbound left turn lane | \$1,221,770 \$1,466,124 | \$ - \$ - | | |
| | | | | Add eastbound/westbound left turn | | | | |
| Hillsboro | Grant | at Cornell | | lanes Add northbound and southbound | \$977,417 | \$ - | | |
| Hillsboro | Cornell/Main | at 10th | | lanes | \$3,811,924 | \$ 159,433 | | |
| | | | | Add northbound and southbound double left turn lanes, Add | 7-7- | - | | |
| Hillsboro | Cornell | at 185th | | northbound right turn lane | \$2,443,542 | \$ - | | |
| Hillsboro | Aloclek | | Cornelius Pass | Extend 3 lane | \$3,909,666 | \$ 449,709 | | |
| Hillsboro | Amberwood | 206th | Cornelius Pass | Widen to 3 lane | \$2,932,250 | \$ - | | |
| Hillsboro | Airport (Butler) | Shute | Brookwood | Widen to 3 lane | \$2,345,723 | \$ - | | |
| Hillsboro | Cornell | Arrington | Main | widen 5 lane | \$11,728,998 | \$ 21,396 | \$ 23,947 | TIF2 |
| Hillsboro | Amberglen | Walker | 206th | New 3 lane | \$4,105,149 | \$ - | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
|--------------|---------------------|----------------------|------------|--|-------------------------|---------------------------------|----------------------------------|----------|
| | | | | Add 2nd left turn lane on | | | | |
| Hillsboro | Evergreen | at Cornelius Pass | | northbound/southbound/eastbound approaches, eastbound and westbound right turn lanes | \$5,864,499 | \$ - | | |
| | Jackson | | | | | | | |
| Hillsboro | School | Grant | Evergreen | Widen to 3 lanes | \$7,976,257 | \$ - | | |
| Hillsboro | Edgeway (Salix Ext) | LRT | Walker | New 3 lane extension | \$8,405,782 | \$ - | | |
| Hillsboro | 10th | Walnut | Washington | Widen and turn lanes | \$8,806,118 | \$ - | | |
| | | Cornelius | | | | | | |
| Hillsboro | Wilkins | Pass | Edgeway | new 3 lane | \$6,797,705 | \$ - | | |
| | | | | New 3 lane bridge over Rock | | | | |
| Hillsboro | | Baseline | Lois | Creek | \$29,817,206 | \$ - | | |
| Hillsboro | 231st | LRT | Baseline | widen 3 lanes | \$10,814,531 | \$ - | | |
| | | | | Install traffic signal/ widen Glencoe for southbound left turn lane, add | | | | |
| Hillsboro | 1st/Glencoe | at Grant | | left turn lane on Grant | \$4,887,086 | \$ - | | |
| | Century | | | extend 3 lane, including Hwy 26 | | | | |
| Hillsboro | Blvd/229th | Evergreen | West Union | overcrossing | \$14,676,863 | \$ - | | |
| | | | | Extend as new 3 lane/including | | | | |
| Hillsboro | Cornelius Pass | TV HWY | 209th | grade seperation at TV HWY | \$27,367,662 | \$ - | | |
| | 69th | | | | | | | |
| Hillsboro | (Quatama) | 227th | Baseline | New 3 lane extension | \$4,943,785 | \$ - | | |
| Hillsboro | Grant | Brookwood | 28th | new 3 lane | \$13,904,396 | \$ - | | |
| Hillsboro | 28th | Baseline | Cornell | widen 3 lanes | \$4,943,785 | \$ - | | |
| Hillsboro | Brookwood | TV HWY | River | Ext 3 lane | \$15,449,329 | \$ 315,740 | \$ 5,395 | MSTIP 3b |
| Hillsboro | Cornell | at 229th | | add EB and SB right turn lanes, add WB 2nd left turn lane | \$1,954,833 | \$ - | | |
| 1111150010 | Comen | at 229111 | | Add 2nd SB and EB left turn lanes, | φ1,95 4 ,655 | φ - | | |
| Hillsboro | 185th | at Walker | | WB right turn lane | \$2,950,129 | \$ - | | |
| Hillsboro | 10th | Baseline | | add turn lanes | \$3,176,603 | \$ - | | |
| | | | | Add EB right turn lane and NB left | ψο, ο, ο ο ο | * | | |
| Hillsboro | 13th | TV HWY | River | turn lane | \$977,417 | \$ - | | |
| Hillsboro | River | at Rood Bridge | | Add eastbound right turn lane | \$742,756 | \$ 26,947 | | |
| Hillsboro | | at TV HWY | | Add NB right turn lane | \$450,000 | \$ 20,947 | | |
| Hillsboro | | Evergreen | | signalize | \$768,753 | \$ - | | |
| Hillsboro | 234th | Johnson | | signal | \$337,500 | \$ - | | |
| Hillsboro | Brookwood | Cornell | | Add Dedicated 2nd SB Thru Lane | \$2,443,542 | \$ - | | |

| | | | | | F" " | | F" " F) (40 40 | |
|--------------|----------------|------------|--------------------|-----------------------------------|--------------|-------------------|-------------------|------------|
| 1 1 1 1 | | _ | _ | 5 | Eligible SDC | Prior Expenditure | | |
| Jurisdiction | Road | From | То | Project | Amount | 2009-2012 | Expenditure | Source |
| Hillsboro | | LRT | 227th | Widen to 3 lanes | \$8,210,299 | \$ 63,625 | | |
| Hillsboro | | Shute | 253rd | New 3 lane | \$1,853,920 | \$ - | | |
| Hillsboro | New Collector | 229th | Cornelius Pass | New 3 lane | \$3,200,000 | \$ - | | |
| | | | | Add bicycle lanes, including rail | | | | |
| | | | | crossing removal/grade | | | | |
| | | | | adjustments. Add WB right turn | | | | |
| | | Cornelius | | lane at Cornelius Pass, including | | | | |
| Hillsboro | Evergreen | Pass | 215th | Ped island | \$1,080,000 | \$ - | | |
| | | | | widen to 5 lanes with multimodal | | | | |
| Hillsboro | 231st | Campus Way | Cornell | improvements | \$170,000 | \$ - | | |
| | | | | | | | | |
| | | | | Construct Southbound Cycletrack | | | | |
| Hillsboro | 231st | Cherry | Campus Way | and west pedestrian improvements | \$60,000 | \$ - | | |
| | | LRT | | signal & pedestrian crossing | | | | |
| Hillsboro | 231st | Crossing | | improvements | \$225,000 | \$ - | | |
| | Campus Ct | | | | | | | |
| Hillsboro | extension | existing | Ray Circle | Construct new 2/3 lane collector | \$1,700,000 | \$ - | | |
| | | | | | | | | |
| | | | | | | | | Hillsboro |
| | | | | NB right turn lane to US26 East, | | | | General |
| Hillsboro | Cornelius Pass | Cornell | HWY 26 | and multimodal enhancements | \$665,000 | \$ - | \$ 108,961 | Fund & TIF |
| North Plains | 208th | Pacific | Kaybern Extension | Construct new two-lane collector | \$500,000 | \$ - | | |
| North Plains | 289th | Pacific | West Union | Construct new two-lane collector | \$750,000 | \$ - | | |
| North Plains | Pacific | 289th | Jackson School | Construct new two-lane collector | \$1,750,000 | \$ - | | |
| North Plains | 309th | North | Future school site | Construct new two-lane collector | \$1,000,000 | \$ - | | |
| North Plains | 313th | North | Future school site | Construct new two-lane collector | \$750,000 | \$ - | | |
| North Plains | Cottage | 318th | Gordon | Construct new two-lane collector | \$4,762,500 | \$ - | | |
| | Jackson | | | | | | | |
| North Plains | School | Pacific | West Union | Construct new two-lane collector | \$750,000 | \$ - | | |
| | Kaybern | | | | | | | |
| North Plains | Extension | 280th | West city limits | Construct new two-lane collector | \$2,750,000 | \$ - | | |
| North Plains | Main | North | Tirmeric | Construct new two-lane collector | \$1,250,000 | \$ - | | |
| North Plains | Mountaindale | 309th | Tirmeric | Construct new two-lane collector | \$3,500,000 | \$ - | | |
| North Plains | Pacific | 307th | East city limits | Construct new two-lane collector | \$750,000 | \$ - | | |
| North Plains | Tirmeric | North | Future school site | Construct new two-lane collector | \$1,000,000 | \$ - | | |
| | | | | Widen existing travel lanes to | | | | |
| North Plains | West Union | Glencoe | Jackson School | standard | \$1,182,500 | \$ - | | |
| North Plains | Yorkshire | 309th | Tirmeric | Construct new two-lane collector | \$2,250,000 | \$ - | | |
| North Plains | Pacific | Glencoe | | Add new signal | \$222,827 | \$ - | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
|--------------|-----------------------|-----------------------|--------------------------------|--|------------------------|---------------------------------|----------------------------------|----------|
| North Plains | Commercial | Glencoe | | Add westbound left turn, eastbound right turn & signalize | \$299,959 | \$ - | | |
| Sherwood | Oregon Street | Oregon St | at Tonquin Rd | Construct roundabout north of Oregon St/Murdock Roundabout | \$772,466 | \$ - | | |
| Sherwood | Adams Street | Adams Ave | at T-S Rd Intersection | | \$233,609 | \$ - | | |
| Sherwood | Edy Road | Edy Rd | at Borchers Drive | Improve 3 leg intersection; possible roundabout Remove traffic signal, install raised | \$458,845 | \$ - | | |
| Sherwood | Baler Way Signal | Tualatin- Sherwood | at Baler Way | median and allow right in right out only. | \$33,693 | \$ - | | |
| Sherwood | Sherwood Boulevard | Sherwood Blvd | | Remove Traffic Signal. Allow lefts in only (no lefts from Langer to Sherwood); capacity issues related to queing at 99W | \$57,935 | \$ - | | |
| Sherwood | Sherwood Boulevard | Sherwood Blvd | | Improve intersection; possible roundabout in conjuncture with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at 99W | \$386,233 | \$ - | | |
| Sherwood | Adams Ave | 1st & Oregon | Tualatin-Sherwood | Construction of 3 lane road | \$9,115,104 | \$ 10,251,589 | \$ 300 | MSTIP 3c |
| Sherwood | Adams Ave North | Tualatin- Sherwood | Home Depot/99W | Construction of 3 lane road | \$3,244,359 | \$ 500,614 | , , , , | |
| Sherwood | Century Drive | Adams Ave | Tualatin-Sherwood Rd | Construction of 3 lane road | \$4,171,319 | \$ - | | |
| Sherwood | Oregon Street | Railroad Crossing | Murdock / Oregon Roundabout | Adds turn lanes and center median for capacity New road extension across rail | \$4,171,319 | \$ 109,757 | | |
| Sherwood | Pine Street | Willamette | Sunset | road tracks from RR Street to Willamette; Existing county road will be widened. | \$3,808,260 | \$ 80,113 | | |
| Sherwood | Elwert Road | ORE 99W | Kruger | Add lanes, turn lanes, and modify signal and phasing, | \$3,089,866 | \$ - | | |
| Sherwood | Brookman Road | ORE 99W | Ladd Hill Road | Add turn lanes and center median | \$13,440,917 | \$ - | | |
| Sherwood | Galbreath Drive | T-S Rd/Gerda Ln | Cipole Road | Construction of 2 lane collector road | \$2,317,399 | \$ - | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
|--------------|---|-----------------------|---------------------|--|------------------------|------------------------------|----------------------------------|--------|
| | Cedar Brook | 005.004 | 005 0014 | | A5 504 750 | | | |
| Sherwood | | ORE 99W Meinecke | ORE 99W | Construction of 2 lane road | \$5,561,759 | \$ - | | |
| Sherwood | | Road | Woodhaven Drive | Construction of 2 lane road | \$849,713 | \$ - | | |
| Sherwood | South Loop | Noau | vvoodilaveli Diive | Construction of 2 lane load | Ψ043,713 | Ψ - | | |
| Sherwood | Road | ORE 99W | ORE 99W | Construction of 2 lane road | \$2,780,879 | \$ - | | |
| Cherwood | rtodd | 0112 0011 | Current terminus of | Contraction of 2 land road | Ψ2,100,010 | ų. | | |
| Sherwood | Villa Road | Park St | Villa Rd | Construction of 2 lane road | \$1,467,686 | \$ - | | |
| | Cannery Arterials (Phase 2 of the Downtown Sherwood | Washington | | New road to improve access to old | | | | |
| Sherwood | Master Plan) | St. | Oregon St. | town | \$3,862,332 | \$ - | | |
| Sherwood | Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan) | South of Railroad St. | Willamette St. | New road to improve access to old town | \$1,699,426 | \$ - | | |
| Sherwood | Sunset Boulevard Road & Intersection Improvements | Aldergrove | Eucalyptus | Add turn lanes and center median for capacity at intersection of Main/Sunset; possibility of future signal | \$7,427,562 | \$ - | | |
| | | | | construct new road to 2 lane | + / / | - | | |
| Sherwood | Arrow Street | Adams Ave | Gerda Lane | collector standards | \$7,427,562 | \$ - | | |
| Sherwood | Ladd Hill Road Edy | Sunset Blvd | UGB south | Widen to 3 lanes plus turn lanes | \$8,913,075 | \$ - | | |
| Sherwood | Rd/Sherwood Blvd | Borchers Dr | 3rd St | Add turn lanes and center median | \$7,427,562 | \$ - | | |
| Sherwood | Edy Rd | Borchers Dr | City Limits west | Add turn lanes and center median | \$7,427,562 | \$ - | | |
| Sherwood | | 99W | Edy Rd | Add turn lanes and center median | \$14,855,124 | \$ - | | |
| Tigard | 72nd Ave | Durham | Bonita | widen to 5 lanes | \$6,712,467 | \$ - | | |
| Tigard | | Bonita | Hunziker | widen to 5 lanes | \$7,261,185 | \$ - | | |
| Tigard | 72nd Ave | ORE 99W | Hunziker | widen to 5 lanes | \$9,269,598 | \$ - | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
|--------------|-----------------------|-------------------|-------------------------------|---|------------------------|---------------------------------|----------------------------------|----------|
| Tigard | 121st | Quail Creek Ln | Walnut | widen to 3 lanes | \$4,325,812 | \$ - | | |
| rigara | 12100 | | - Tanta | Widen to a lance | ψ1,020,012 | Ψ | | |
| Tigard | 121st | North Dakota | Walnut | widen to 3 lanes | \$4,325,812 | \$ - | | |
| Tigard | Bonita | Hall | 15 | widen to 4 lanes | \$1,972,255 | \$ - | | |
| | | | | | | | | |
| Tigard | Burnham | Main | Hall | widen to 3 lanes | \$7,286,400 | \$ 3,026,957 | | |
| Tigard | Commercial | 95th | Main | 2 lane improvement | \$1,544,933 | \$ - | | |
| Tigard | Dartmouth | 72nd | 68th | widen to 4 lanes | \$1,853,920 | \$ - | | |
| Tigard | Dartmouth Ext | Dartmouth | Hunziker | extend/realign road | \$23,173,994 | \$ - | | |
| Tigard | | Walnut | 115th | Widen to provide 2 full-width travel lanes, bikelanes & sidewalks | \$2,549,139 | \$ - | | |
| Tigard | Greenburg | Teideman | ORE 99W | widen to 5 lanes | \$9,269,598 | \$ - | | |
| Tigard | Greenburg | Teideman | Shady Lane South mall area | widen to 5 lanes 2-lane overcrossing of Hwy. 217 | \$908,784 | \$ - | | |
| Tigard | Washington Sq | Nimbus Ava | | with sidewalks & bikelanes | \$39,781,536 | \$ - | | |
| Tigard | washington sq | Millibus Ave. | (Locust St.) | 2-lane overcrossing of Hwy. 217 | φ39,761,330 | φ - | | |
| Tigard | Washington Sq | Nimbus Ave. | North mall area | with sidewalks & bikelanes | \$39,781,536 | \$ - | | |
| Tigard | Hunziker | | 72nd | widen to 3 lanes | \$4,634,799 | \$ 4,983 | | |
| Tigard | | Greenburg | Hall | Widen to 3 lanes | \$2,471,893 | \$ - | | |
| Tigard | Nimbus Drive Ext | Scholls Ferry | Greenburg | 3 lane extension | \$23,173,994 | \$ - | | |
| Tigard | North Dakota | 121st | Tiedeman | Widen to provide 2 full-width travel lanes, bikelanes & sidewalks Extend Wall St. across creek and | \$2,703,633 | \$ - | | |
| Tigard | Wall Ext | Hunziker | Hall | RR to connect to Hunziker | \$10,814,531 | \$ - | | |
| Tigard | Walnut | 121st | Tiedeman | widen to 3 lanes | \$4,325,812 | \$ 1,508 | \$ 56,376 | MSTIP 3d |
| Tigard | Walnut | Tiedeman | ORE 99W | Widen to 3 lanes | \$3,862,332 | \$ - | | |
| Tigard | Walnut Ext | ORE 99W | Scoffins | New 3-lane collector | \$29,353,726 | \$ - | | |
| Tigard | Upper Boones Ferry | Durham | I-5 | widen to 5 lanes | \$4,634,799 | \$ - | | |
| Tigard | Darmouth | 72nd | | Intersection expansion to 5 lanes & new signalization | \$2,491,204 | \$ - | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
|------------------|--------------|---------------|--------------|---|------------------------|---------------------------------|----------------------------------|--------|
| | | | | Right turn lane from Hall to | | | | |
| | | | | McDonald & signal system | | | | |
| Tigard | McDonald | Hall | | upgrade | \$692,948 | \$ - | | |
| | | | | Reconfigure Scoffins to intersect | | | | |
| | | | | Hall at Hunziker & modify to 4-way | | | | |
| Tigard | Scoffins | Hunziker | Hall | signal | \$3,862,332 | \$ - | | |
| Tigard | North Dakota | 125th | | right turn lane | \$695,220 | \$ - | | |
| <u>_</u> | | | | | . | _ | | |
| Tigard | Nimbus | Scholls Ferry | | right turn lane | \$1,776,673 | \$ - | | |
| | 104 | 144 1 4 | | Widen to 3 lanes with sidewalks & | # 0.004.000 | Φ. | | |
| Tigard | 121st | Walnut | North Dakota | bikelanes | \$3,321,606 | \$ - | | |
| Tigard | 121st | North Dakota | | New signal system | \$231,740 | \$ - | | |
| Tigard Tigard | Greenburg | Olsen | Hall | 2nd NB lane | \$849,713 | <u> </u> | | |
| rigaru | Greenburg | Oisen | Пан | Add protected left turn & | φο49,713 | \$ - | | |
| Tigard | Main | Greenburg | ORE 99W | eastbound lane on 99W | \$1,705,433 | \$ 2,832,157 | | |
| Tigard | IVIAIII | Greenburg | OKE 99VV | Expand intersection to 5 lanes & | \$1,705,455 | Φ 2,032,137 | | |
| Tigard | Greenburg | Teideman | | signal upgrade | \$413,102 | \$ - | | |
| Tigard | Dartmouth | ORE 99W | | right turn lane | \$251,052 | \$ - | | |
| Tigard | 72nd Ave | ORE 99W | | turn lanes | \$772,466 | \$ - | | |
| Tigard | 68th | ORE 99W | | turn lanes | \$2,394,646 | \$ - | | |
| Tigard | 68th | Atlanta | Haines | New signal system | \$173,805 | \$ - | | |
| rigara | OOUT | 7 tilarita | T Idinioo | 140W digital dyotom | ψ170,000 | Ψ | | |
| Tigard | 72nd Ave | ORE 217 | | Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes | \$29,710,249 | \$ - | | |
| rigaru | 7 Zila Ave | ORL 217 | | Intersection widening to | Ψ29,710,249 | Ψ - | | |
| | | | | accommodate a 5-lane 72nd | | | | |
| Tigard | 72nd Ave | Bonita | | Avenue | \$386,536 | \$ - | | |
| Tigard | 72nd Ave | Carman | | NB right turn lane | \$308,987 | \$ - | | |
| | | | | | + , | * | | |
| | | Upper | | Upgrade signal & expand to | | | | |
| Tigard | 72nd Ave | Boones Fy | | accommodate 5 lanes all directions | \$1,544,933 | \$ - | | |
| Tigard | ORE 99W | McDonald | Gaarde | WB Right turn lane | \$560,753 | \$ 153 | \$ 200,000 | TDT |
| | | | | WB Right turn lane, protected left | | | | |
| Tigard | Walnut | ORE 99W | | turn | \$939,275 | \$ - | | |
| | | | | Add southbound right turn & | | | | |
| Tigard | 72nd Ave | Hampton | Hunziker | protected left turn phasing | \$386,233 | \$ - | | |
| | | | | Reconfigure intersection to make | | | | |
| | | Upper | | through route between Durham & I- | | | | |
| Tigard | Durham | Boones Fy | | 5/Carman interchange | \$1,081,453 | - | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
|--------------|-----------------------------|-----------------------|--------------------|---|------------------------|------------------------------|----------------------------------|--------|
| Tigard | 68th | Dartmouth | | New signal system | \$173,805 | \$ - | | |
| Tigard | Carman | I-5 | | turn lanes | \$294,726 | \$ - | | |
| Tigard | Carman | I-5 NB | | turn lanes | \$736,814 | \$ - | | |
| Tigard | Atlanta Street | Haines | Dartmouth | Extension of Atlanta Street | \$5,520,000 | \$ - | | |
| Tigard | Backage Road | 68th Parkway | Atlanta Street | Creation of a backage road to provide access to properties fronting 99W | \$607,200 | \$ - | | |
| Tigard | Beveland Street | 69th Avenue | 72nd Avenue | Widening to provide full two-lanes with sidewalks and planters | \$270,480 | \$ - | | |
| Tigard | Highway 217 Overcrossing | Hunziker Street | 72nd Avenue | Extend Hunziker over Hwy. 217 to connect to 72nd Avenue at Hampton. | \$10,637,040 | \$ - | | |
| Tualatin | Sagert | 65th | | signal - new | \$354,047 | \$ - | | |
| Tualatin | Avery | Teton | | signal - new | \$254,914 | \$ - | | |
| Tualatin | Cummins | Cipole | | signal - new | \$254,914 | \$ - | | |
| Tualatin | Cipole | Herman | | signal & realign railroad | \$2,294,225 | \$ - | | |
| Tualatin | Avery | 105th | | signal - new | \$191,185 | \$ - | | |
| Tualatin | Teton | Tualatin Rd | | signal - new | \$157,936 | \$ - | | |
| Tualatin | Leveton | 108th | | signal - new | \$191,185 | \$ - | | |
| Tualatin | Grahams Ferry | Helenius | | signal - new | \$191,185 | \$ - | | |
| Tualatin | ORE 99W | 130th | | signal - new | \$191,185 | \$ - | | |
| Tualatin | Blake | 108th | 105th | Widen to 3 lanes | \$1,461,507 | \$ - | | |
| Tualatin | Cipole | ORE 99W | Tualatin-Sherwood | Add left turn lane & bike lanes | \$4,588,451 | \$ - | | |
| Tualatin | Herman | Cipole | 124th Ave | Add left turn lane | \$1,563,472 | \$ - | | |
| Tualatin | Boones Ferry | Tualatin- Sherwood | Ibach | widen to 3 lanes | \$4,690,416 | \$ - | | |
| Tualatin | McEwan | 65th | Lake Oswego | widen to 3 lanes | \$3,908,680 | \$ - | | |
| Tualatin | ORE 99W | Cipole | River | widen to 6 lanes | \$6,797,705 | \$ - | | |
| Tualatin | Loop Rd | Nyberg | Boones Ferry | new street - 2 lanes | \$4,248,566 | \$ - | | |
| Tualatin | Boones Ferry | Martinazzi | Lower Boones Ferry | Widen to 5 lanes and bridge | \$12,265,084 | \$ - | | |
| Tualatin | Hazelbrook Rd | | Jurgens Ave | Widen to 3 lanes | \$3,543,000 | \$ - | | |
| Tualatin | Teton | Herman | Tualatin-Sherwood | Widen to 3 lanes | \$2,464,000 | \$ - | | |
| Tualatin | Myslony | 124th Ave | 112th Ave | Widen to 3 lanes, add bridge | \$14,030,000 | \$ - | | |
| Tualatin | Avery | Teton | Tualatin-Sherwood | Widen to 3 lanes | \$3,600,000 | \$ - | | |
| Tualatin | Boones Ferry | Ibach | Norwood | Widen to 3 lanes | \$660,000 | \$ - | | |
| Tualatin | Helenius | 109th Terrace | Grahams Ferry | Widen to 3 lanes | \$1,403,000 | \$ - | | |

Appendix A: TDT Road Project List Expenditures

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditure 2009-2012 | es Eligible FY 12-13 Expenditure | Source |
|--------------|--------------------------|-------------------|------------------|--|------------------------|--------------------------------|----------------------------------|------------|
| | | Boones Ferry | | | | | | |
| Tualatin | Norwood | | East city limits | Widen to 3 lanes | \$2,824,000 | \$ - | | |
| Tualatin | 115th Ave | Blake St | 124th Ave | New street | \$21,446,000 | \$ - | | |
| | E-W | | | | | | | |
| Tualatin | connection | 115th | 124th Ave | New street | \$10,000,000 | \$ - | | |
| Tualatin | Grahams Ferry | lbach | Helenius | Widen to 3 lanes | \$3,300,000 | \$ - | | |
| Tualatin | Tualatin Rd | 115th | i lelelilus | signal - new | \$456,750 | \$ - | | |
| Tualatiii | Tualatiii Nu | 11501 | | Signal - New | φ 4 30,730 | φ - | | |
| Wash CO | Barnes | Cedar Hills | | Add 2 lefts, 2 thru & modify signal | \$2,560,175 | \$ - | | |
| Wash Co | Darrico | Cornelius | | Add 2 folio, 2 tind a modify digital | Ψ2,000,170 | Ψ | | |
| Wash CO | Baseline | Pass | | Add 2 thru & modify Signal | \$1,776,673 | \$ - | | |
| Wash CO | Baseline | 185th | | Grade Seperation | \$27,036,326 | \$ - | | |
| Wash CO | Beaverton- Hillsboro | Olesen Rd | Scholls Ferry | Realign Oleson Rd. and reconfigure intersections with B-H Hwy. and Scholls Ferry Rd. | \$18,229,167 | \$ 568,11 | 5 \$ 519,537 | MSTIP 3c |
| Wash CO | 170th | Merlo | Alexandria | Widen to five lanes | \$16,627,341 | \$ 500,11 | ο φ 519,55 <i>1</i> | IVISTIF 30 |
| Wash CO | Bethany | Kaiser | Alexanuna | Add turn lanes. | \$1,390,440 | \$ 2,224,95 | 1 | |
| vvasii CO | Demany | Raisei | | Extend 173rd Ave. under US26 | φ1,390,440 | Ψ 2,224,93 | ı | |
| Wash CO | 173rd | Bronson | Cornell | connecting to 174th Ave. | \$16,994,262 | \$ - | | |
| Wash CO | 174th | Bronson | Meadowgrass | Widen to three lanes | \$21,474,568 | \$ - | | |
| Wash CO | Cornell | 143rd | Moddowgrado | Reconfigure intersection | \$6,179,732 | \$ - | | |
| Wash CO | 185th | | Springville Rd | Widen to five lanes | \$14,213,383 | \$ 5,908,47 | 4 \$ 76,217 | MSTIP 3c |
| Wash CO | Cornell | Cornelius Pass | | Grade Seperation | \$23,173,994 | \$ - | | |
| Wash CO | 209th | TV Highway | Farmington | Realign and widen to three lanes | \$32,443,592 | \$ 1,947,83 | 2 | |
| Wash CO | Kinnaman | 198th | r amington | Add left turn | \$741,200 | \$ - | | |
| Wash CO | Kinnaman | 209th | | Add signal | \$231,740 | \$ - | | |
| Wash CO | Laidlaw | Bethany | | Add signal | \$231,740 | \$ - | | |
| | 197th/198th | | | | +, | + | | |
| Wash CO | Ave. | T.V. Hwy. | Baseline | Widen to 3 lanes & eliminate offset | \$21,474,568 | \$ - | | |
| Wash CO | Scholls Ferry | Hall | | Add 2 right, 2 left & mod. Signal | \$2,549,139 | \$ - | | |
| Wash CO | Scholls Ferry | Murray | | Add 1 right, 1 left & mod. Signal | \$1,390,440 | \$ - | | |
| | _ | | | Widen non-five lane sections to | | | | |
| Wash CO | Baseline | West of Lisa | Brookwood | five lanes | \$11,582,951 | \$ - | \$ 300,306 | MSTIP 3d |
| Wash CO | Tualatin- Sherwood Rd | Boones Ferry | | Grade Seperation | \$23,628,696 | \$ - | | |

Appendix A: TDT Road Project List Expenditures

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prior Expenditul 2009-2012 | es Eligible FY 12-13 Expenditure | Source |
|--------------------|--------------------------|-------------------|-----------------------|--|------------------------------|-------------------------------|-------------------------------------|----------|
| Wash CO | Tualatin- Sherwood Rd | ORE 99W | | Add right and left turn and signal | \$1,212,937 | \$ - | | |
| Wash CO | TV HWY- Farmington | Murray | | Grade separation | \$26,043,155 | \$ - | | |
| Wash CO | Walker | 158th | | Add 2 right, 2 left, 1 thru & mod. Signal | \$2,100,939 | \$ - | | |
| Wash CO | Cornell | 113th | Leahy | Widen to three lanes | \$7,724,665 | \$ - | 7.5 | |
| Wash CO Wash CO | Cornell Durham Rd | Murray ORE 99W | HWY26 Boones Ferry | Widen to five lanes | \$40,322,750 \$15,314,688 | \$ 1,210,4° \$ - | 75 | |
| Wash CO | | 170th | 185th | widen to 5 lanes Widen to five lanes | \$4,373,157 | \$ - | | |
| Wash CO | Farmington Jenkins | Murray | 158th | Widen to five lanes | \$2,960,478 | \$ - | | |
| Wash CO | Johnson | 185th | 170h | New two lane extension | \$11,741,490 | \$ - | | |
| Wash CO | Kaiser | Bethany | Cornell | Widen to 3 lanes | \$28,735,753 | \$ 108,49 | 59 | |
| Wash CO | Kaiser | Springville | Bethany | Widen to five lanes | \$7,106,692 | \$ - | ,,, | |
| Wash CO | Springville | 185th | PCC Access | widen to 5 lanes | \$5,870,745 | \$ - | \$ 135,181 | |
| | J Spinigrinis | | | | φο,ο. ο,ο | — | ψ | |
| Wash CO | Springville | PCC Access | Kaiser Road | widen to 3 lanes | \$14,831,356 | \$ - | | |
| | Taylors Ferry | | | | , , | | | |
| Wash CO | Rd | Oleson | Washington Dr | New 2 lane extension | \$3,089,866 | \$ - | | |
| | Tualatin- | | | | | | | |
| Wash CO | Sherwood | ORE 99W | Teton | widen to 5 lanes | \$25,244,862 | \$ 947,0 | 72 \$ 465,770 | MSTIP 3c |
| Wash CO | Walker | 185th | Stucki | Widen to five lanes | \$7,851,068 | \$ - | | |
| Wash CO | Walker | 185th | ORE 217 | Widen to five lanes | \$55,710,614 | \$ 7,23 | 38 \$ 375,740 | MSTIP 3c |
| Wash CO | West Union | 185th | 143rd | widen to 3 lanes | \$32,907,072 | \$ 5,38 | 38 | |
| | | Hospital | | | | | | |
| Wash CO | Barnes | entrance | Leahy | Widen to five lanes | \$4,731,357 | \$ - | | |
| Wash CO | Barnes | Leahy | County Line | Widen to three lanes | \$10,275,262 | \$ - | | |
| Wash CO | Bethany | Kaiser Rd | West Union | Widen to 5 lanes | \$24,338,784 | \$ - | | |
| Wash CO | Farmington | 185th | 209th | Widen to three lanes | \$14,674,907 | \$ - | | |
| | | Cornelius | | | | | | |
| Wash CO | West Union | Pass | 185th | widen to 5 lanes | \$19,157,168 | \$ - | | |
| Wash CO | Scholls Ferry | Allen | Beaverton-Hillsdale | Widen to three lanes | \$13,919,347 | \$ - | | |
| Wash CO | Merlo/158th | 170th | Walker Rd | Widen to five lanes | \$15,328,632 | \$ - | | |
| Wash CO | Millikan | Hocken | Murray | Widen to 3 lanes | \$7,415,678 | \$ - | | |
| Wash CO | Barnes | Cedar Hills | 119th | Widen to five lanes | \$4,603,175 | \$ - | | |
| Wash CO | Butner | Murray | Cedar Hills | Widen to 3 lanes | \$15,912,809 | \$ - | 10 0 10=0 | MOTID |
| Wash CO | 185th | TV Highway | Farmington | Widen to five lanes | \$19,002,675 | \$ 5,349,94 | 4,050 | MSTIP 3c |
| Wash CO | 185th | Farmington | Bany | Widen to three lanes | \$14,522,370 | \$ - | | |
| Wash CO | Alexander | 170th | 209th | Widen to three lanes | \$23,637,474 | \$ - | | |
| Wash CO | Johnson | 185th | Cornelius Pass | Widen to three lanes | \$20,856,595 | \$ - | | |

Appendix A: TDT Road Project List Expenditures

| | | | | | | _ | | | |
|--------------------|----------------|------------|--------------------|-------------------------------------|-------------------------|----------|-----------------------------|-------------------------------|----------|
| | | | | | | | | | |
| | | | | | | <u> </u> | | | |
| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | | r Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
| Wash CO | 198th | TV Highway | Baseline | Widen to three lanes | \$21,474,568 | \$ | 2009-2012 | Lxperiditure | Source |
| Wash CO | 175th | Outlook Ln | Horse Tale Dr. | Realign roadway | \$1,544,933 | \$ | - | | |
| Wasii CO | 17301 | Outlook En | Horse Tale Dr. | Realigh Toadway | Ψ1,044,300 | Ψ | | | MSTIP 3c |
| Wash CO | Cornelius Pass | Amberwood | TV Highway | Widen to five lanes | \$43,149,977 | \$ | 13,541,065 | \$ 6,789,954 | & TIF2 |
| Wash CO | Grahams Ferry | Tonquin | Cutter | Widen to three lanes | \$12,977,437 | \$ | - | | |
| Wash | | Grahams | | | | | | | |
| CO/Wilsonville | Day | Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$5,561,759 | \$ | - | | |
| Wash | | Grahams | | | | | | | |
| | Clutter/Ridder | Ferry | Garden Acres | Widen to three lanes | \$840,000 | \$ | - | | |
| Wash | | | | | | | | | |
| | Grahams Ferry | Clutter | | Construct turn pockets & signal | \$1,430,000 | \$ | - | | |
| Wash | | _ | | Construct 3 lane & improve to | | | | | |
| CO/Wilsonville | Kinsman | Day | Ridder | standard | \$2,820,000 | \$ | - | | |
| Wash | D | 17: | | 0 | #000 000 | • | | | |
| CO/Wilsonville | Day | Kinsman | | Construct left turn pocket & signal | \$880,000 | \$ | - | | |
| | | | | | | | | | |
| Wilsonville | Boones Ferry | 95th | | Add turn lanes | \$1,410,000 | \$ | 1,172,033 | | |
| Wash | boones reny | 95111 | | Add turn laries | \$1,410,000 | φ | 1,172,033 | | |
| CO/Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$850,000 | \$ | _ | | |
| C C/ VVIICOTIVIIIC | rtiador | ranoman | | Widen Boones Ferry/Day | φοσο,σσσ | Ψ | | | |
| Wash | | | | intersection & Boones Ferry to 5 | | | | | |
| CO/Wilsonville | Boones Ferry | Day | I-5 | lanes | \$2,490,000 | \$ | _ | | |
| Wash | | Railroad | · · | Widen & add double southbound | +- , :==, == | Ť | | | |
| CO/Wilsonville | Grahams Ferry | Crossing | Day | left turn lane at Day | \$2,700,000 | \$ | - | | |
| Wash | 1 | Railroad | | Widen to 3 lanes & upgrade | | | | | |
| CO/Wilsonville | Grahams Ferry | | | crossing | \$4,000,000 | \$ | - | | |
| | | Parkway | | | | | | | |
| Wilsonville | Elligsen | Center Dr. | Canyon Creek North | Widen to 3 lanes | \$1,500,000 | \$ | - | | |
| Wash | | Canyon | | Widen to 3 lanes. Add turn | | | | | |
| Co/Wilsonville | Elligsen | Creek | 65th | pockets & signal at 65th | \$3,000,000 | \$ | - | | |
| Wash CO | 95th Extension | Barnes | Leahy | 2 lane road | \$8,651,624 | \$ | _ | | |
| | | Grahams | <u> </u> | Realign and widen lanes to | . , ,- | | | | |
| Wash CO | Tonquin | Ferry | Oregon St | standard | \$7,724,665 | \$ | 618 | | |
| Wash CO | Glencoe | Evergreen | Jackson | Widen to three lanes | \$22,865,008 | \$ | - | | |
| Wash CO | 205/206 | Baseline | Quatama | Widen to 5 lanes | \$10,196,557 | \$ | 378,007 | \$ 31,460 | Road Cap |
| Wash CO | Kinnaman | Farmington | 209th | Widen to three lanes | \$23,791,967 | \$ | - | | <u> </u> |
| Wash CO | Greenburg | Hall | Locust | Widen to five lanes | \$6,770,441 | \$ | - | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Prio | or Expenditures 2009-2012 | Eligible FY 12-13 Expenditure | Source |
|--------------------|--------------------------|--------------------------|---------------------------|--|-----------------------------|------|------------------------------|----------------------------------|--------|
| Wash CO | Hall | Scholls Ferry | Durham | Widen to five lanes | \$37,953,853 | \$ | - | | |
| Wash CO | Scholls Ferry | HWY217 | 121st | widen to seven lanes | \$8,966,229 | \$ | 1,634,040 | | |
| Wash CO Wash CO | 113th Evergreen | Rainmont East of 25th | McDaniel West of 253rd | new 2 lane widen to 5 lanes | \$5,098,279 \$12,408,960 | \$ | 1,628,794 | \$ 3,242,905 | TIF2 |
| Wash CO | Tualatin- Sherwood | Teton | Borchers Drive | interconnect signals | \$332,212 | \$ | - | Ψ 0,242,300 | 111 2 |
| WashCo | Baltic Extension | Barnes | Spring Crest | Construct new 2 lane road and bridge | \$10,483,200 | \$ | - | | |
| Wash CO | Roshak | Bull Mountain | | Reconfigure intersection Reconfigure Intersection at Baler | \$3,500,000 | \$ | 712,016 | \$ 1,083,676 | TIF2 |
| Wash CO | Tualatin- Sherwood Rd | | | Way and construct north leg of intersection | \$1,000,000 | \$ | - | | |
| TOTAL | | | | | \$2,292,215,700 | \$ | 65,581,225 | \$ 13,759,837 | |



Transportation Development Tax

Fiscal Year 2011-2012 Annual Report

July 1, 2011 through June 30, 2012

Washington County Department of Land Use and Transportation

December 2012

Board of County Commissioners

Andy Duyck, Chair

Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director

Andy Back, Manager, Planning and Development Services
Gary Stockhoff, County Engineer

Project Staff

Steve Szigethy, Senior Planner Steve L. Kelley, Senior Planner

TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2011-2012 ANNUAL REPORT

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| III. | PROJECT EXPENDITURES | 11 |
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The Transportation Development Tax helped fund capacity improvements at the SW Boones Ferry Road / 95th Avenue / Commerce Circle intersection in Wilsonville.

*Image: City of Wilsonville**

I. EXECUTIVE SUMMARY

Reporting Requirements

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

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

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

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

Transportation Development Tax Overview

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

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

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

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

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

Rate Phase-In and Discounts

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

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

Construction Cost Adjustments

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

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

Summary of Revenues and Expenditures

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

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

II. COUNTYWIDE FINANCIAL ANALYSIS

Countywide Total Financial Activity and Balance

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

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

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

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

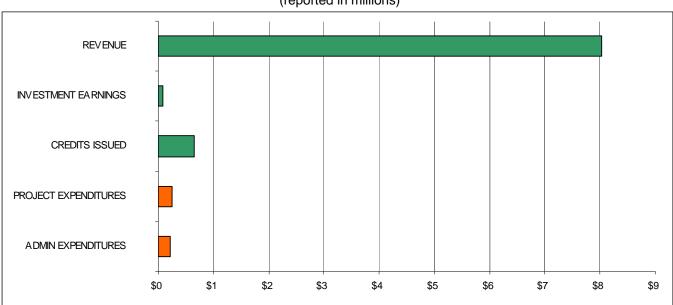


FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2011-2012 (reported in millions)

Actual vs. Expected Total Financial Activity

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

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

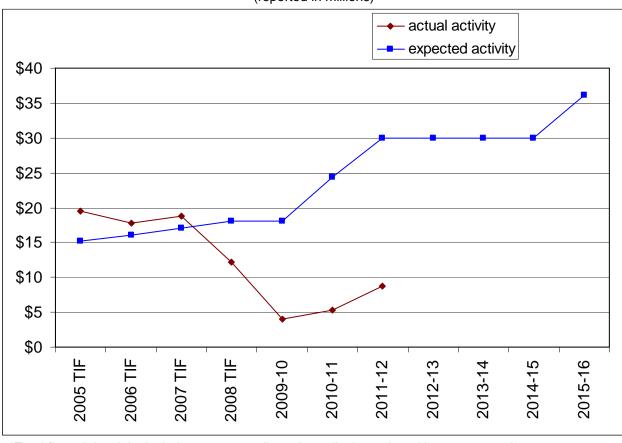


FIGURE 2: ACTUAL vs. EXPECTED TOTAL FINANCIAL ACTIVITY*
(reported in millions)

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

Comparison of Annual Financial Activity

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

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

(reported in millions) \$25 credits & interest cash receipts \$20 \$15 \$10 TIF 1994 TIF 1998 TIF 2007 **TDT 11-12 FIF 1996** TIF 1999 **IIF 2000** TIF 2002 TIF 2003 TIF 2004 TIF 2005 **IIF 2006** TIF 2009 TDT 09-10 TDT 10-11 **IIF 1992** TIF 2001 TIF 2008

FIGURE 3: ANNUAL PROGRAM COMPARISON

Page 6 of 16

Payment of TDT

\$0.00

JULY 2011

AUGUST 2011

SEPTEMBER 2011

OCTOBER 2011

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

\$2.00 \$1.50 \$1.33 \$1.13 \$1.00 \$0.85 \$0.73 \$0.70 \$0.58 \$0.53 \$0.52 \$0.49 \$0.46 \$0.50 \$0.36 \$0.35

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

NOVEMBER 2011

DECEMBER 2011

JANUARY 2012

FEBRUARY 2012

MARCH 2012

APRIL 2012

MAY 2012

JUNE 2012

Interest Earned

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

Credits

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

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

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

Revenue and Expenditures by Jurisdiction

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

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

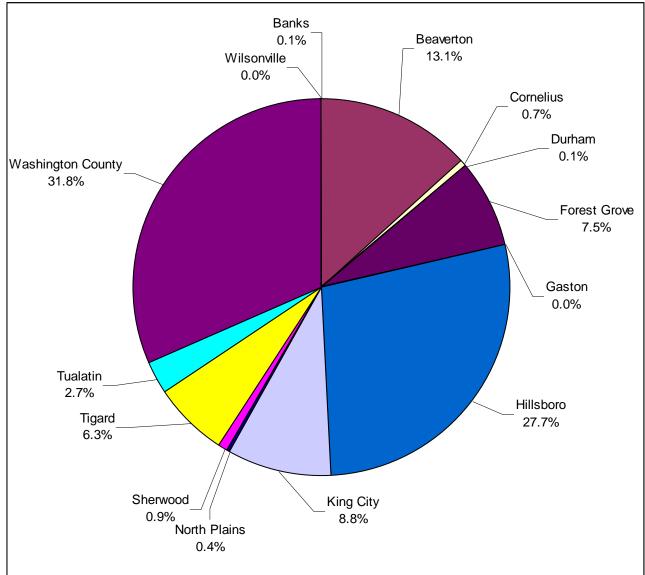
TABLE 5: REVENUE AND EXPENDITURES BY JURISDICTION

(rounded to nearest dollar)

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

FIGURE 6: SHARE OF CASH RECEIPTS BY JURISDICTION, FY 2011-2012

Does not include interest earnings or fund transfers



III. PROJECT EXPENDITURES

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

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

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

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

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

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

TABLE 7: SDC-ELIGIBLE COST PER PERSON TRIP-END

(Including completed projects)

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

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

IV. ANNUAL REVIEW

Review Requirements

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

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

Ordinances Affecting TDT

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

Ordinance 729

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

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

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

Ordinance 741

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

Ordinance 746

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

Ordinance 746 also adopted minor administrative changes that:

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

Ordinance 751

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

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

Construction Cost Index

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

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

| Washington County Transportation Development Tax • Fiscal Year 2011-2012 Annual Report |
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| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Eligible FY 09-10 expenditure | Source | Eligible FY 10-11 expenditure | Source | Eligible FY 11-12 expenditure | Source |
|--------------|---------------------|-------------------|-------------------|--|------------------------|-------------------------------------|--------|-------------------------------------|--------|-------------------------------------|------------|
| | Allen: Murray- | | | | | | | | | | |
| | Scholls, Cedar | | | | | | | | | | |
| | Hills: Farmington | | | | | | | | | | |
| | to north of Walker, | | | | | | | | | | |
| | Hall: Southbound | | | | | | | | | | |
| | Hwy. 217 ramp- | | | | | | | | | | |
| | Cedar Hills, | | | | | | | | | | |
| | Farmington: | | | | | | | | | | |
| | Southbound Hwy. | | | | | | | | | | |
| Decuentes | 217 ramp-west of | | | A dontino cianal avatama | ¢44.040.000 | | | | | | |
| Beaverton | Murray | | | Adaptive signal systems widen to 5 lanes with multimodal | \$11,040,000 | | | | | | |
| Beaverton | Farmington Road | Murray | Hocken | improvements | \$9,299,886 | | | | | | |
| Beaverton | Hocken Ave. | TV Hwy | Farmington | widen to 5 lanes w/ multimodal | \$1,766,400 | | | | | | |
| Beaverton | Rose Biggi | Crescent | Hall via Westgate | extend 2-lane multimoal | \$3,864,000 | | | \$34,687 | TIF2 | | |
| Beaverton | Crescent | Rose Biggi | Cedar Hills | extend 2-lane multimodal | \$3,864,000 | \$65,237 | TIF2 | ψ54,007 | 111 2 | | |
| Beaverton | Dawson / | rtose Biggi | Ocaai i iiio | exteria 2 fario matamodal | ψ0,00-1,000 | ψ00,201 | 111 2 | | | | |
| Beaverton | Westgate | Rose Biggi | Hocken | extend 2-lane multimodal | \$9,825,600 | | | | | \$238,119 | TDT, other |
| 20070.10.1 | 7. cotgato | 1.000 2.99. | | | ψο,οΞο,οσο | | | | | Ψ200,110 | 121, 00101 |
| Beaverton | Davies Road | Scholls Ferry | Barrows | extend 2-lane multimodal | \$5,409,600 | | | | | | |
| Beaverton | 125th | Brockman | Hall | extend 2-lane multimodal | \$15,345,600 | \$142,300 | TIF2 | \$827 | TIF2 | | |
| Beaverton | Rose Biggi | TV Hwy | Broadway | extend 2-lane multimodal | \$3,312,000 | , , , , , , , , , , , , , | | * - | | | |
| Beaverton | Millikan | Watson | 114th | extend 2-lane multimodal | \$15,235,200 | | | | | | |
| Beaverton | New street | Broadway | 115th | construct 2-lane multimodal | \$4,968,000 | | | | | | |
| Beaverton | 114th/115th | LRT | BH/Griffith | construct 2-lane multimodal | \$11,040,000 | | | | | | |
| Beaverton | 120th new street | Center | Canyon | construct 2-lane multimodal | \$9,825,600 | | | | | | |
| | 141st / 142nd / | | | | | | | | | | |
| Beaverton | 144th | 141st | 144th | Extend and connect streets | \$7,065,600 | | | | | | |
| Beaverton | Sexton Mtn | 155th | Sexton Mtn | extend 2-lane multimodal | \$2,760,000 | | | | | | |
| Beaverton | Nimbus | Hall | Denney | extend 2-lane multimodal | \$17,001,600 | | | | | | |
| Beaverton | Hall | Hall | Jenkins | construct 2 or 4 lane | \$15,897,600 | | | | | | |
| Beaverton | Hall | Cedar Hills | Hocken | extend 2-lane multimodal | \$6,072,000 | | | | | | |
| L . | | | | add NB rt turn lane, close east end | | | | | | | |
| Beaverton | Scholls Ferry | Davies | | of Scholls Ferry @Barrows | \$331,200 | | | | | | |
| D | 0 - 1 - 1170 | 147-11 | | add double left turn lanes on all | #0.045.450 | | | | | | |
| Beaverton | Cedar Hills | Walker | | approaches, add EB rt turn lane | \$2,215,459 | | | | | | |
| Beaverton | Murray | Allen | | turn lanes, signal imprvmts | \$1,052,480 | | | | | | |
| Beaverton | Hall | Center Barrows | | turn lanes, signal imprvmts | \$121,440 | | | | | | |
| Beaverton | Scholls Ferry | (west end) | | add SB rt turn lane | \$291,771 | | | | | | |
| Beaverton | Millikan | Murray | | rt turn lane for WB Millikan | \$607,200 | | | | | | |
| Beaverton | Walker | 173rd | | turn lanes, signal imprvmts | \$2,324,211 | | | | | | |
| Beaverton | Walker | 167th | | signalize; add SB left turn lane | \$173,995 | | | | | | |
| Beaverton | Cedar Hills | Jenkins | | turn lanes, signal imprvmts | \$2,550,240 | | | | | | |
| Beaverton | Cedar Hills | Hall | | add NB rt turn lane | \$728,640 | | | | | | |
| Beaverton | Canyon | Cedar Hills | | turn lanes, signal imprvmts | \$6,922,080 | | | | | | |
| Beaverton | Farmington | Cedar Hills | | turn lanes, signal imprymts | \$2,891,429 | | | | | | |
| _ 30.0.011 | 1 | | I. | carroo, orginal imprimite | ψ=,00 i, i=0 | I | | Į. | | | |

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

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Eligible FY 09-10 expenditure | Source | Eligible FY 10-11 expenditure | Source | Eligible FY 11-12 expenditure | Source |
|------------------------------|---------------------------|---------------------|-----------------|---|-----------------------------|-------------------------------------|------------|-------------------------------------|-----------|-------------------------------------|------------|
| Cornelius | Baseline | 10th Avo | 20th Ave | Inteconnect signals and | \$540,000 | | | ድር 200 | 0 | | |
| Comeilus | Daseille | 10th Ave | ZUIII AVE | consolidate access points. | \$540,000 | 1 | | \$8,200 | Cornelius | | |
| Durham | Upper Boones Ferry | Afton | Durham | Widen to accommodate extended left turn lane at Durham | \$276,000 | | | | | | |
| Durham | Upper Boones | At Tualatin | | Add 2 through lance | ¢600 000 | | | | | | |
| Durham | Ferry 19th | River | HWY 47 | Add 2 through lanes | \$600,000 | | | | | | |
| Forest Grove Forest Grove | 23-24 | Poplar | Quince | Extend 2 LN Construct 3 LN | \$1,517,156 \$16.574.964 | | | | | | |
| Forest Grove | 23-24 26th | Hawthorn Juniper | Oak | Construct 3 LN | \$5,310,045 | | - | | | \$2,155 | TDT |
| Forest Grove | B St | Hartford | David Hill | Extend 2 LN | \$6,068,623 | | | | | φ2,100 | וטו |
| rolest Glove | ם או | East | Daviu Hili | Exterio 2 Liv | \$6,000,623 | | | | | | |
| Forest Grove | David Hill | Terminus | HWY 47 | Complete 3 LN | \$6,428,075 | \$160.024 | MSTIP 3b | \$234,349 | MSTIP 3b | \$655,559 | MSTIP 3b |
| Forest Grove | Hartford | Terrinius | 11001 47 | Extend to Thatcher | \$3,707,150 | \$100,024 | IVISTIF 3D | φ234,349 | WISTIF 3D | φ055,559 | IVISTIF 3D |
| Forest Grove | Hawthorn | 26th | HWY 47 | Complete 2 LN | \$7,885,582 | 1 | | | | | |
| Forest Grove | Laurel | 22nd | 26th | Complete 2 LN | \$8,598,914 | | | | | | |
| Forest Grove | Main | Hartford | David Hill | Complete 2 LN | \$6,068,623 | | | | | | |
| Forest Grove | Thatcher | Gales Creek | Thatcher | Signalize Intersection | \$2,997,360 | | | | | | |
| Forest Grove | HWY 47 | Elm | HWY 47 | Signalize Intersection | \$224,853 | | | | | | |
| Forest Grove | Sunset | Willamina | Sunset | Add turn lanes / signal | \$1,198,406 | \$4,423 | MSTIP 3 | | | | |
| Forest Grove | HWY 47 | Maple | HWY 47 | Signalize Intersection | \$224,853 | ψτ,τ20 | WOTH 5 | | | | |
| Forest Grove | TV HWY | Quince | 11001 77 | Add turn lanes / signal | \$4,294,293 | | | | | | |
| | | | 1,0407,47 | Upgrade to 2 LN Collector add | | | | | | | |
| Forest Grove | Oak | Pacific | HWY 47 | Signal | \$4,650,591 | | | | | | |
| Forest Crayes | Llaathar | Mountain | 1111/1// 47 | Construct 2 I N Collector | ¢c 275 020 | | | | | | |
| Forest Grove Forest Grove | Heather E/Pacific/19th | View 19th | HWY 47 | Construct 2 LN Collector Extend 2 Lane couplet | \$6,375,830 \$5,264,808 | | | | | | |
| Hillsboro | Main | Main | E | Add westbound right turn | \$977,417 | | | | | | |
| Hillsboro | Imlay | at TV HWY | | Signalize | \$366,531 | | | | | | |
| Hillsboro | Cornelius Pass | at TV HWY | | Add 2nd eastbound left turn lane | \$2,101,446 | | | | | | |
| TIIISDOTO | Correlius Fass | at | | Add 211d eastbodild left tufff laffe | φ <u>2,101,440</u> | | | | | | |
| Hillsboro | Bentley | Brookwood | | Add eastbound left turn lane | \$772,466 | | | | | | |
| Tillisboro | Dentiley | at Jackson | | Add eastbodild left tuff laffe | Ψ112,400 | | | | | | |
| Hillsboro | Harewood | School | | Add EB right turn lane | \$772,466 | | | | | | |
| Hillsboro | TV HWY | 185th | Cornelius Pass | Widen to 7 lanes | \$64,887,183 | | | | | | |
| Hillsboro | Witch Hazel | at River | Corricius i ass | signalize | \$289,675 | \$220,480 | MSTIP 3c | | | \$500 | MSTIP 3b |
| Tillisboro | Witch Flazer | at Nivei | | convert NB through-left lane to | Ψ203,073 | Ψ220,400 | WISTII 30 | | | ψ300 | WOTH 35 |
| Hillsboro | Minter Bridge | TV HWY | | separate left turn lane and change N/S signal phasing to protected | \$635,321 | | | | | | |
| | | | | Add northbound/southbound right turn lanes, protected-permitted N/S | | | | | | | |
| Hillsboro | Evergreen | at 229th | | signal | \$1,221,770 | | | | | | |
| Hillsboro | Grant | 25th/28th | | Add eastbound left turn lane | \$1,466,124 | | | | | | |
| Hillsboro | Grant | at Cornell | | Add eastbound/westbound left turn lanes | \$977,417 | | | | | | |
| า แแรมบาบ | Giani | at Comen | | iaiies | φ 9 //,41/ | 1 | | | | | |

| | | | | | Eligible SDC | Eligible FY 09-10 | | Eligible FY 10-11 | | Eligible FY 11-12 | |
|--------------|------------------|------------------|----------------|---|-------------------------------|----------------------|----------|----------------------|------------|----------------------|----------------|
| Jurisdiction | Road | From | То | Project | Amount | expenditure | Source | expenditure | Source | expenditure | Source |
| Garioaidion | rtodd | 110111 | 10 | Add northbound and southbound | , anount | одропакаго | 000.00 | одрогинато | 000.00 | одропанаго | 3 00.00 |
| Hillsboro | Cornell/Main | at 10th | | lanes | \$3,811,924 | \$158,829 | Road Cap | \$604 | Road Cap | | |
| Tillioporo | Comentinan | at rour | | Add northbound and southbound | ψ0,011,024 | ψ130,023 | Road Cap | ΨΟΟΨ | Road Cap | | |
| | | | | double left turn lanes, Add | | | | | | | |
| Hillsboro | Cornell | at 185th | | northbound right turn lane | \$2,443,542 | | | | | | |
| Hillsboro | Aloclek | | Cornelius Pass | Extend 3 lane | \$3,909,666 | | | \$449,709 | TIF2 | | |
| Hillsboro | Amberwood | 206th | Cornelius Pass | Widen to 3 lane | \$2,932,250 | | | 4 1 10,1 00 | | | |
| Hillsboro | Airport (Butler) | Shute | Brookwood | Widen to 3 lane | \$2,345,723 | | | | | | |
| Hillsboro | Cornell | Arrington | Main | widen 5 lane | \$11,728,998 | | | \$21,396 | TIF2 | | |
| Hillsboro | Amberglen | Walker | 206th | New 3 lane | \$4,105,149 | | | . , | | | |
| | Ĭ | | | Add 2nd left turn lane on | | | | | | | |
| | | | | northbound/southbound/eastbound | | | | | | | |
| | | at Cornelius | | approaches, eastbound and | | | | | | | |
| Hillsboro | Evergreen | Pass | | westbound right turn lanes | \$5,864,499 | | | | | | |
| Hillsboro | Jackson School | Grant | Evergreen | Widen to 3 lanes | \$7,976,257 | | | | | | |
| | Edgeway (Salix | | | | | | | | | | |
| Hillsboro | Ext) | LRT | Walker | New 3 lane extension | \$8,405,782 | | | | | | |
| Hillsboro | 10th | Walnut | Washington | Widen and turn lanes | \$8,806,118 | | | | | | |
| | | Cornelius | | | | | | | | | |
| Hillsboro | Wilkens | Pass | Edgeway | new 3 lane | \$6,797,705 | | | | | | |
| | | | | New 3 lane \$ bridge over Rock | | | | | | | |
| Hillsboro | Century | Baseline | Lois | Creek | \$29,817,206 | | | | | | |
| Hillsboro | 231st | LRT | Baseline | widen 3 lanes | \$10,814,531 | | | | | | |
| | | | | Install traffic signal/ widen Glencoe | | | | | | | |
| | | | | for southbound left turn lane, add | | | | | | | |
| Hillsboro | 1st/Glencoe | at Grant | | left turn lane on Grant | \$4,887,086 | | | | | | |
| | Century | _ | | extend 3 lane, including Hwy 26 | * 4 4 0 7 0 000 | | | | | | |
| Hillsboro | Blvd/229th | Evergreen | West Union | overcrossing | \$14,676,863 | | | | | | |
| LPH-L | O | T) / I !! A !! / | 0004 | Extend as new 3 lane/including | #07.007.000 | | | | | | |
| Hillsboro | Cornelius Pass | TV HWY | 209th | grade seperation at TV HWY | \$27,367,662 | | | | | | |
| Hillsboro | 69th (Quatama) | 227th | Baseline | New 3 lane extension | \$4,943,785 | | | | | | |
| Hillsboro | Grant 28th | Brookwood | 28th | new 3 lane | \$13,904,396 | | | | | | |
| Hillsboro | | Baseline | Cornell | widen 3 lanes | \$4,943,785 \$15,449,329 | ¢200,400 | MOTID OF | ድር ጋ ርር | MOTID OF | | |
| Hillsboro | Brookwood | TV HWY | River | Ext 3 lane add EB and SB right turn lans, add | \$15,449,329 | \$309,490 | MSTIP 3b | \$6,250 | MSTIP 3b | | |
| Hillsboro | Cornell | at 229th | | WB 2nd left turn lane | \$1,954,833 | | | | | | |
| Hillsboro | 185th | at Walker | | Add 2nd SB and EB left turn lanes, WB right turn lane | \$2,950,129 | | | | | | |
| Hillsboro | 10th | Baseline | | add turn lanes | \$3,176,603 | | | | | | |
| טוטעפוווי ו | 1001 | Daseillie | | Add EB right turn lane and NB left | φυ, 170,000 | | | | | | |
| Hillsboro | 13th | TV HWY | River | turn lane | \$977,417 | | | | | | |
| 1 111130010 | 1001 | at Rood | IZIACI | tuili ialie | φ311,411 | | | | 1 | | |
| Hillsboro | River | Bridge | | Add eastbound right turn lane | \$742,756 | | | \$24,069 | MSTIP 3c | \$2,878 | MSTIP 3c |
| Hillsboro | 229th | at TV HWY | | Add NB right turn lane | \$450,000 | | | ΨΔ4,003 | IVIOTIF 30 | ΨΖ,070 | IVIOTIF 30 |
| Hillsboro | 253rd | Evergreen | | signalize | \$768,753 | | | | | | |
| Hillsboro | 234th | Johnson | | signal | \$337,500 | | | | 1 | | |
| า แแจมบาบ | 20401 | JUHIJOH | 1 | Signal | φυσι,υυυ | I | I . | | I . | | |

| | | | | | | Eligible | | Eligible | | Eligible | |
|--------------|--------------------|---------------|-------------------------|---------------------------------------|--|-------------------|----------|--------------------|-----------|--------------------|-------------|
| | | | | | Eligible SDC | FY 09-10 | | FY 10-11 | | FY 11-12 | |
| Jurisdiction | Road | From | То | Project | Amount | expenditure | Source | expenditure | Source | expenditure | Source |
| Hillsboro | Brookwood | Cornell | | Add Dedicated 2nd SB Thru Lane | \$2,443,542 | | | | | | |
| Hillsboro | Quatama | LRT | 227th | Widen to 3 lanes | \$8,210,299 | | | \$63.625 | TIF2 | | |
| Hillsboro | Huffman | Shute | 253rd | New 3 lane | \$1,853,920 | | | ψ00,020 | 111 2 | | |
| North Plains | 208th | | Kaybern Extension | Construct new two-lane collector | \$500,000 | | | | | | |
| North Plains | 289th | Pacific | West Union | Construct new two-lane collector | \$750,000 | | | | | | |
| North Plains | Pacific | 289th | Jackson School | Construct new two-lane collector | \$1,750,000 | | | | | | |
| North Plains | 309th | North | Future school site | Construct new two-lane collector | \$1,000,000 | | | | | | |
| North Plains | 313th | North | Future school site | Construct new two-lane collector | \$750,000 | | | | | | |
| North Plains | Cottage | 318th | Gordon | Construct new two-lane collector | \$4,762,500 | | | | | | |
| North Plains | Jackson School | Pacific | West Union | Construct new two-lane collector | \$750,000 | | | | | | |
| | | | | | ************************************* | | | | | | |
| North Plains | Kaybern Extension | 280th | West city limits | Construct new two-lane collector | \$2,750,000 | | | | | | |
| North Plains | Main | North | Tirmeric | Construct new two-lane collector | \$1,250,000 | | | | | | |
| North Plains | Mountaindale | 309th | Tirmeric | Construct new two-lane collector | \$3,500,000 | | | | | | |
| North Plains | Pacific | 307th | East city limits | Construct new two-lane collector | \$750,000 | | | | | | |
| North Plains | Tirmeric | North | Future school site | Construct new two-lane collector | \$1,000,000 | | | | | | |
| | | | | Widen existing travel lanes to | , , , | | | | | | |
| North Plains | West Union | Glencoe | Jackson School | standard | \$1,182,500 | | | | | | |
| North Plains | Yorkshire | 309th | Tirmeric | Construct new two-lane collector | \$2,250,000 | | | | | | |
| North Plains | Pacific | Glencoe | | Add new signal | \$222,827 | | | | | | |
| | | | | Add westbound left turn, | | | | | | | |
| North Plains | Commercial | Glencoe | | eastbound right turn & signalize | \$299,959 | | | | | | |
| | | | | Construct roundabout north of | | | | | | | |
| Sherwood | Oregon Street | Oregon St | at Tonquin Rd | Oregon St/Murdock Roundabout | \$772,466 | | | | | | |
| | | | | | | | | | | | |
| Sherwood | Adams Street | Adams Ave | at T-S Rd Intersection | | \$233,609 | | | | | | |
| | | | | Improve 3 leg intersection; | | | | | | | |
| Sherwood | Edy Road | Edy Rd | at Borchers Drive | possible roundabout | \$458,845 | | | | | | |
| | | | | Remove traffic signal, install raised | | | | | | | |
| | | Tualatin- | | median and allow right in right out | | | | | | | |
| Sherwood | Baler Way Signal | Sherwood | at Baler Way | only. | \$33,693 | | | | | | |
| | | | | Remove Traffic Signal. Allow lefts | | | | | | | |
| | | | | in only (no lefts from Langer to | | | | | | | |
| | Sherwood | Sherwood | | Sherwood); capacity issues related | | | | | | | |
| Sherwood | Boulevard | Blvd | at Langer Drive | to queing at 99W | \$57,935 | | | | | | |
| | | | | Improve intersection; possible | | | | | | | |
| | | | | roundabout in conjuncture with | | | | | | | |
| | | | | 1050-30 (roundabout at Edy and | | | | | | | |
| 01 | Sherwood | Sherwood | | Borchers); capacity issues related | Фоод 222 | | | | | | |
| Sherwood | Boulevard | Blvd | at Century Drive | to queing at 99W | \$386,233 | | | | | | |
| 01 | A 1 | 4 . 1 . 0 . 0 | Tualatin-Sherwood | | 00 445 40 1 | # 400.05.4 | | # 4.057.040 | Sherood & | # 5 450 005 | TIE 0 11 |
| Sherwood | Adams Ave South | 1st & Oregon | Ka | Construction of 3 lane road | \$9,115,104 | \$139,954 | Sherwood | \$4,957,940 | MSTIP 3c | \$5,153,695 | TIF & other |
| Oh amusa d | A dames A is No. 1 | Tualatin- | Harris Dan (1/00)M | Construction of 2 local and 1 | CO 044 050 | #057.000 | | #404.000 | | #404 000 | TIE 0 |
| Sherwood | Adams Ave North | Sherwood | Home Depot/99W | Construction of 3 lane road | \$3,244,359 | \$257,936 | Sherwood | \$121,339 | Sherwood | \$121,339 | TIF & other |
| Charwood | Contury Drive | Adama Ava | Tualatin-Sherwood Rd | Construction of 3 long road | ¢4 171 210 | | | | | | |
| Sherwood | Century Drive | Adams Ave | ru | Construction of 3 lane road | \$4,171,319 | | | | | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Eligible FY 09-10 expenditure | Source | Eligible FY 10-11 expenditure | Source | Eligible FY 11-12 expenditure | Source |
|--------------|--|---------------------|------------------------------|--|------------------------|-------------------------------------|----------|-------------------------------------|----------|-------------------------------------|-------------|
| | | Railroad | Murdock / Oregon | Adds turn lanes and center median | | | | | | | |
| Sherwood | Oregon Street | Crossing | Roundabout | for capacity | \$4,171,319 | \$24,243 | Sherwood | \$42,757 | Sherwood | \$42,757 | TIF & other |
| Sherwood | Pine Street | Willamette | Sunset | New road extension across rail road tracks from RR Street to Willamette; Existing county road will be widened. | \$3,808,260 | \$50,011 | Sherwood | \$15,051 | Sherwood | \$15,051 | TIF & other |
| | | | | Add lanes, turn lanes, and modify | | | | | | | |
| Sherwood | Elwert Road | ORE 99W | Kruger | signal and phasing, | \$3,089,866 | | | | | | |
| Sherwood | Brookman Road | ORE 99W | Ladd Hill Road | Add turn lanes and center median | \$13,440,917 | | | | | | |
| Sherwood | Galbreath Drive | T-S Rd/Gerda Ln | Cipole Road | Construction of 2 lane collector road | \$2,317,399 | | | | | | |
| Sherwood | Cedar Brook Way | ORE 99W Meinecke | ORE 99W | Construction of 2 lane road | \$5,561,759 | | | | | | |
| Sherwood | Smith Avenue | Road | Woodhaven Drive | Construction of 2 lane road | \$849,713 | | | | | | |
| Sherwood | South Loop Road | ORE 99W | ORE 99W | Construction of 2 lane road | \$2,780,879 | | | | | | |
| Sherwood | Villa Road | Park St | Current terminus of Villa Rd | Construction of 2 lane road | \$1,467,686 | | | | | | |
| Sherwood | Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan) | Washington St. | Oregon St. | New road to improve access to old town | \$3,862,332 | | | | | | |
| | Cannery Arterials (Phase 2 of the Downtown Sherwood Master | South of | | New road to improve access to old | | | | | | | |
| Sherwood | Plan) Sunset Boulevard | Railroad St. | Willamette St. | town Add turn lanes and center median | \$1,699,426 | | | | | | |
| Sherwood | Road & Intersection Improvements | Aldergrove | Eucalyptus | for capacity at intersection of Main/Sunset; possibility of future signal | \$7,427,562 | | | | | | |
| Sherwood | Arrow Street | Adams Ave | Gerda Lane | construct new road to 2 lane collector standards | \$7,427,562 | | | | | | |
| Sherwood | Ladd Hill Road | Sunset Blvd | UGB south | Widen to 3 lanes plus turn lanes | \$8,913,075 | | | | | | |
| Sherwood | Edy Rd/Sherwood | Borchers Dr | 3rd St | Add turn lanes and center median | \$7,427,562 | | | | | | |
| 2.10111000 | | 201011010 01 | 5.5 51 | , tag tarri larios and somer median | ψ1, 121,002 | | | | | | |
| Sherwood | Edy Rd | Borchers Dr | City Limits west | Add turn lanes and center median | \$7,427,562 | | | | | | |
| Sherwood | Elwert Road | 99W | Edy Rd | Add turn lanes and center median | \$14,855,124 | | | | | | |
| Tigard | 72nd Ave | Durham | Bonita | widen to 5 lanes | \$6,712,467 | | | | | | |
| Tigard | 72nd Ave | Bonita | Hunziker | widen to 5 lanes | \$7,261,185 | | | | | | |
| Tigard | 72nd Ave | ORE 99W | Hunziker | widen to 5 lanes | \$9,269,598 | I | | | | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Eligible FY 09-10 expenditure | Source | Eligible FY 10-11 expenditure | Source | Eligible FY 11-12 expenditure | Source |
|--------------|------------------|---------------|-----------------|---|------------------------|-------------------------------------|--------|-------------------------------------|--------------|-------------------------------------|----------|
| L | 1 | Quail Creek | | | | | | | | | |
| Tigard | 121st | Ln | Walnut | widen to 3 lanes | \$4,325,812 | | | | | | |
| Tigard | 121st | North Dakota | Walnut | widen to 3 lanes | \$4,325,812 | | | | | | |
| Tigard | Bonita | Hall | I5 | widen to 4 lanes | \$1,972,255 | | | | | | |
| rigaru | Donita | i iaii | 10 | Widen to 4 lanes | Ψ1,372,233 | | | | TIF2 & State | | |
| Tigard | Burnham | Main | Hall | widen to 3 lanes | \$7,286,400 | | | \$3,026,957 | Gas Tax | | |
| Tigard | Commercial | 95th | Main | 2 lane improvement | \$1,544,933 | | | ψο,οΣο,οσι | - Guo Tun | | |
| Tigard | Dartmouth | 72nd | 68th | widen to 4 lanes | \$1,853,920 | | | | | | |
| Tigard | Dartmouth Ext | Dartmouth | Hunziker | extend/realign road | \$23,173,994 | | | | | | |
| Tigard | Fonner | Walnut | 115th | Widen to provide 2 full-width travel lanes, bikelanes & sidewalks | \$2,549,139 | | | | | | |
| Tigard | Greenburg | Teideman | ORE 99W | widen to 5 lanes | \$9,269,598 | | | | | | |
| Tigard | Greenburg | Teideman | Shady Lane | widen to 5 lanes | \$908,784 | | | | | | |
| | | | South mall area | 2-lane overcrossing of Hwy. 217 | | | | | | | |
| Tigard | Washington Sq | Nimbus Ave. | (Locust St.) | with sidewalks & bikelanes | \$39,781,536 | | | | | | |
| Tigard | Washington Sq | Nimbus Ave. | North mall area | 2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes | \$39,781,536 | | | | | | |
| L | l | l | | | | | | | City Gas | | |
| Tigard | Hunziker | Hall | 72nd | widen to 3 lanes | \$4,634,799 | | | \$4,983 | Tax | | |
| Tigard | Locust | Greenburg | Hall | Widen to 3 lanes | \$2,471,893 | | | | | | |
| Tigard | Nimbus Drive Ext | Scholls Ferry | Greenburg | 3 lane extension | \$23,173,994 | | | | | | |
| Tigard | North Dakota | 121st | Tiedeman | Widen to provide 2 full-width travel lanes, bikelanes & sidewalks Extend Wall St. across creek and | \$2,703,633 | | | | | | |
| Tigard | Wall Ext | Hunziker | Hall | RR to connect to Hunziker | \$10,814,531 | | | | | | |
| Tigard | Walnut | 121st | Tiedeman | widen to 3 lanes | \$4,325,812 | | | | | \$1,508 | MSTIP 3d |
| Tigard | Walnut | Tiedeman | ORE 99W | Widen to 3 lanes | \$3,862,332 | | | | | ψ1,500 | WOTH 3d |
| Tigard | Walnut Ext | ORE 99W | Scoffins | New 3-lane collector | \$29,353,726 | | | | | | |
| Ŭ | Upper Boones | | | | | | | | | | |
| Tigard | Ferry | Durham | I-5 | widen to 5 lanes | \$4,634,799 | | | |] | | |
| | | | | Intersection expansion to 5 lanes & | | | | | | | |
| Tigard | Darmouth | 72nd | | new signalization | \$2,491,204 | | | | | | |
| Tigard | McDonald | Hall | | Right turn lane from Hall to McDonald & signal system upgrade Reconfigure Scoffins to intersect | \$692,948 | | | | | | |
| Tigard | Scoffins | Hunziker | Hall | Hall at Hunziker & modify to 4-way signal | \$3,862,332 | | | | | | |
| Tigard | North Dakota | 125th | | right turn lane | \$695,220 | | | | | | |
| | | | | <u> </u> | */ | | | | | | |
| Tigard | Nimbus | Scholls Ferry | | right turn lane | \$1,776,673 | | | |] | | |
| | 404-4 | \\/-\-\-\ | Newle Del 11 | Widen to 3 lanes with sidewalks & | #0.004.000 | | | | | | |
| Tigard | 121st | Walnut | North Dakota | bikelanes | \$3,321,606 | |] | | L | | |

| | | | | | | Eligible | | Eligible | | Eligible | |
|------------------|----------------------|------------------|----------------|--|------------------------|-------------|--------|-------------|----------|-------------|--------|
| luvia di ati a a | Dood | | То | Droinet | Eligible SDC | FY 09-10 | Course | FY 10-11 | Course | FY 11-12 | Cauraa |
| Jurisdiction | Road | From | 10 | Project | Amount | expenditure | Source | expenditure | Source | expenditure | Source |
| Tigard | 121st | North Dakota | | New signal system | \$231,740 | | | | | | |
| Tigard | Greenburg | Olsen | Hall | 2nd NB lane | \$849,713 | | | | | | |
| 1.94.14 | | | | Add protected left turn & | 40.10,1.10 | | | | City Gas | | |
| Tigard | Main | Greenburg | ORE 99W | eastbound lane on 99W | \$1,705,433 | | | \$2,832,157 | Tax | | |
| Ŭ | | Ĭ | | Expand intersection to 5 lanes & | | | | | | | |
| Tigard | Greenburg | Teideman | | signal upgrade | \$413,102 | | | | | | |
| Tigard | Dartmouth | ORE 99W | | right turn lane | \$251,052 | | | | | | |
| Tigard | 72nd Ave | ORE 99W | | turn lanes | \$772,466 | | | | | | |
| Tigard | 68th | ORE 99W | | turn lanes | \$2,394,646 | | | | | | |
| Tigard | 68th | Atlanta | Haines | New signal system | \$173,805 | | | | | | |
| | | | | | | | | | | | |
| L | | | | Expand the 217 overpass at 72nd | | | | | | | |
| Tigard | 72nd Ave | ORE 217 | | Ave. to accommodate 5 lanes | \$29,710,249 | | | | | | |
| | | | | Intersection widening to | | | | | | | |
| Timord | 70nd Ava | Danita | | accommodate a 5-lane 72nd | #206 F26 | | | | | | |
| Tigard | 72nd Ave 72nd Ave | Bonita Carman | | Avenue | \$386,536 \$308,987 | | | | | | |
| Tigard | 72110 AVE | Carriari | | NB right turn lane | φ300,901 | | | | | | |
| | | Upper | | Upgrade signal & expand to | | | | | | | |
| Tigard | 72nd Ave | Boones Fy | | accommodate 5 lanes all directions | \$1,544,933 | | | | | | |
| Tigard | ORE 99W | McDonald | Gaarde | WB Right turn lane | \$560,753 | | | | | \$153 | TDT |
| 1 · gui · u | | | | WB Right turn lane, protected left | + | | | | | ¥.55 | |
| Tigard | Walnut | ORE 99W | | turn | \$939,275 | | | | | | |
| J | | | | Add southbound right turn & | • | | | | | | |
| Tigard | 72nd Ave | Hampton | Hunziker | protected left turn phasing | \$386,233 | | | | | | |
| | | | | Reconfigure intersection to make | | | | | | | |
| | | Upper | | through route between Durham & I- | | | | | | | |
| Tigard | Durham | Boones Fy | | 5/Carman interchange | \$1,081,453 | | | | | | |
| Tigard | 68th | Dartmouth | | New signal system | \$173,805 | | | | | | |
| Tigard | Carman | 1-5 | | turn lanes | \$294,726 | | | | | | |
| Tigard | Carman | I-5 NB | D. G. di | turn lanes | \$736,814 | | | | | | |
| Tigard | Atlanta Street | Haines | Dartmouth | Extension of Atlanta Street | \$5,520,000 | | | | | | |
| | | | | Creation of a backage road to provide access to properties | | | | | | | |
| Tigard | Backage Road | 68th Darkway | Atlanta Street | fronting 99W | \$607,200 | | | | | | |
| rigaru | Backage Road | Oolii Faikway | Aliania Sireel | Horiting 99VV | φουτ,200 | | | | | | |
| | | | | Widening to provide full two-lanes | | | | | | | |
| Tigard | Beveland Street | 69th Avenue | 72nd Avenue | with sidewalks and planters | \$270,480 | | | | | | |
| 94.4 | 201010110 011001 | 004171701140 | 7211471140 | Extend Hunziker over Hwy. 217 to | Ψ=7.0,1.00 | | | | | | |
| | Highway 217 | Hunziker | | connect to 72nd Avenue at | | | | | | | |
| Tigard | Overcrossing | Street | 72nd Avenue | Hampton. | \$10,637,040 | | | | | | |
| Tualatin | Sagert | 65th | | signal - new | \$354,047 | | | | | | |
| Tualatin | Avery | Teton | | signal - new | \$254,914 | | | | | | |
| Tualatin | Cummins | Cipole | | signal - new | \$254,914 | | | | | | |
| Tualatin | Cipole | Herman | | signal & realign railroad | \$2,294,225 | | | | | | |
| Tualatin | Avery | 105th | | signal - new | \$191,185 | | | | | | |

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| | | | | | Filmible CDC | Eligible | | Eligible | | Eligible | |
| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | FY 09-10 expenditure | Source | FY 10-11 expenditure | Source | FY 11-12 expenditure | Source |
| | | | | , | | | | | | expenditure | Source |
| Wash CO Wash CO | 209th | , | Farmington | Realign and widen to three lanes Add left turn | \$32,443,592 \$741,200 | \$1,928,670 | Road Cap | \$19,168 | Road Cap | | |
| Wash CO | Kinnaman Kinnaman | 198th 209th | | Add signal | \$741,200 \$231,740 | | | | | | |
| Wash CO | Laidlaw | Bethany | | Add signal | \$231,740 | | | | | | |
| Wash CO | Lalulaw | Бешапу | | Add Signal | φ231,74U | | | | | | |
| Wash CO | 197th/198th Ave. | T.V. Hwy. | Baseline | Widen to 3 lanes & eliminate offset | \$21,474,568 | | | | | | |
| Wash CO | Scholls Ferry | Hall | Bascinic | Add 2 right, 2 left & mod. Signal | \$2,549,139 | | | | | | |
| Wash CO | Scholls Ferry | Murray | | Add 1 right, 1 left & mod. Signal | \$1,390,440 | | | | | | |
| | 20.10.10 1 0.11 | | | Widen non-five lane sections to | ψ.,οσο,ο | | | | | | |
| Wash CO | Baseline | West of Lisa | Brookwood | five lanes | \$11,582,951 | | | | | | |
| | Tualatin-Sherwood | | | | , , | | | | | | |
| Wash CO | Rd | Boones Ferry | | Grade Seperation | \$23,628,696 | | | | | | |
| | Tualatin-Sherwood | | | · | | | | | | | |
| Wash CO | Rd | ORE 99W | | Add right and left turn and signal | \$1,212,937 | | | | | | |
| | TV HWY- | | | | | | | | | | |
| Wash CO | Farmington | Murray | | Grade separation | \$26,043,155 | | | | | | |
| | | | | Add 2 right, 2 left, 1 thru & mod. | | | | | | | |
| Wash CO | Walker | 158th | | Signal | \$2,100,939 | | | | | | |
| Wash CO | Cornell | 113th | Leahy | Widen to three lanes | \$7,724,665 | | | | | | |
| Wash CO | Cornell | Murray | HWY26 | Widen to five lanes | \$40,322,750 | \$1,181,329 | MSTIP 3b | \$3,396 | MSTIP 3b | \$25,750 | MSTIP 3b |
| Wash CO | Durham Rd | | Boones Ferry | widen to 5 lanes | \$15,314,688 | | | | | | |
| Wash CO | Farmington | 170th | 185th | Widen to five lanes | \$4,373,157 | . | | | | | |
| Wash CO Wash CO | Jenkins | Murray | 158th | Widen to five lanes | \$2,960,478 | | | | | | |
| Wash CO | Johnson Kaiser | 185th Bethany | 170h Cornell | New two lane extension Widen to 3 lanes | \$11,741,490 \$28,735,753 | \$91,841 | TIF2 | £4.4.420 | TIF2 | CO 400 | TIF2 |
| Wash CO | Kaiser | | Bethany | Widen to Statles Widen to five lanes | \$7,106,692 | Ф91,041 | IIFZ | \$14,430 | HFZ | \$2,188 | IIFZ |
| Wash CO | Springville | 185th | PCC Access | widen to 5 lanes | \$5,870,745 | 1 | | | | | |
| vvasii 00 | Opringville | 10311 | 1 00 Access | wider to 3 laries | ψ5,070,745 | | | | | | |
| Wash CO | Springville | PCC Access | Kaiser Road | widen to 3 lanes | \$14,831,356 | | | | | | |
| Wash CO | Taylors Ferry Rd | Oleson | Washington Dr | New 2 lane extension | \$3,089,866 | | | | | | |
| | rayloro r olly ria | 0.000 | rraeg.e z. | The state of the s | 40,000,000 | | | | | | MSTIP 3c & |
| Wash CO | Tualatin-Sherwood | ORE 99W | Teton | widen to 5 lanes | \$25,244,862 | \$179,829 | TIF2 | \$417,501 | TIF2 | \$349,742 | TIF2 |
| Wash CO | Walker | 185th | Stucki | Widen to five lanes | \$7,851,068 | | | | | | |
| Wash CO | Walker | 185th | ORE 217 | Widen to five lanes | \$55,710,614 | | | | | \$7,238 | MSTIP 3c |
| Wash CO | West Union | 185th | 143rd | widen to 3 lanes | \$32,907,072 | | | \$5,301 | MSTIP 3b | \$87 | MSTIP 3b |
| | | Hospital | | | | | | | | | |
| Wash CO | Barnes | enterance | Leahy | Widen to five lanes | \$4,731,357 | | | | | | |
| Wash CO | Barnes | Leahy | County Line | Widen to three lanes | \$10,275,262 | | | | | | |
| Wash CO | Bethany | Kaiser Rd | West Union | Widen to 5 lanes | \$24,338,784 | ļ | | | | | |
| Wash CO | Farmington | 185th | 209th | Widen to three lanes | \$14,674,907 | | | | | | |
| W1 00 | M | Cornelius | 1054 | | 040.457.400 | | | | | | |
| Wash CO | West Union | Pass | 185th | widen to 5 lanes | \$19,157,168 | . | | | | | |
| Wash CO | Scholls Ferry | Allen | Beaverton-Hillsdale | Widen to three lanes | \$13,919,347 | . | | | | | |
| Wash CO | Merlo/158th | 170th | Walker Rd | Widen to five lanes | \$15,328,632 | | | | | | |
| Wash CO Wash CO | Millikan | Hocken | Murray 119th | Widen to 3 lanes Widen to five lanes | \$7,415,678 | <u> </u> | | | | | |
| | Barnes | Cedar Hills | Cedar Hills | | \$4,603,175 \$15,912,809 | | | | | | |
| Wash CO | Butner | Murray | Cedai milis | Widen to 3 lanes | \$15,912,8U9 | I | | | ı | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Eligible FY 09-10 expenditure | Source | Eligible FY 10-11 expenditure | Source | Eligible FY 11-12 expenditure | Source |
|----------------|----------------|-----------------|--------------------|---------------------------------------|------------------------|-------------------------------------|--|-------------------------------------|--|-------------------------------------|------------|
| Wash CO | 185th | TV Highway | Farmington | Widen to five lanes | \$19,002,675 | \$3,318,789 | MSTIP 3c | \$2,024,041 | MSTIP 3c | \$7,110 | MSTIP 3c |
| Wash CO | 185th | Farmington | Bany | Widen to three lanes | \$14,522,370 | | | | | | |
| Wash CO | Alexander | 170th | 209th | Widen to three lanes | \$23,637,474 | | | | | | |
| Wash CO | Johnson | 185th | Cornelius Pass | Widen to three lanes | \$20,856,595 | | | | | | |
| Wash CO | 198th | TV Highway | Baseline | Widen to three lanes | \$21,474,568 | | | | | | |
| Wash CO | 175th | Outlook Ln | Horse Tale Dr. | Realign roadway | \$1,544,933 | | | | | | |
| | | 0 01.00.11 2.11 | 110100 1410 211 | i todingrodamay | ψ.,σ,σσσ | | | | | | MSTIP 3c & |
| Wash CO | Cornelius Pass | Amberwood | TV Highway | Widen to five lanes | \$43,149,977 | \$2,297,767 | MSTIP 3c | \$9,753,802 | MSTIP 3c | \$1,489,496 | TIF 2 |
| Wash CO | Grahams Ferry | Tonguin | Cutter | Widen to three lanes | \$12,977,437 | ΨΖ,ΖΟΙ,ΙΟΙ | WOTH OC | ψ5,700,002 | WOTH SC | ψ1,400,400 | 111 2 |
| Wash | Granams r City | Grahams | Oditor | Wideli to tilice laries | Ψ12,377,437 | | | | | | |
| CO/Wilsonville | Day | Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$5,561,759 | | | | | | |
| Wash | Day | Grahams | boones reny | Widen from 3 to 5 laries | φ5,501,759 | | | | | | |
| | Cluttor/Diddor | | Cardon Aaraa | Widen to three lenge | #040.000 | | | | | | |
| CO/Wilsonville | Clutter/Ridder | Ferry | Garden Acres | Widen to three lanes | \$840,000 | | | | | | |
| Wash | 0 | 01. 11. | | | #4 400 000 | | | | | | |
| CO/Wilsonville | Grahams Ferry | Clutter | | Construct turn pockets & signal | \$1,430,000 | | | | | | |
| Wash | | | | Construct 3 lane & improve to | | | | | | | |
| CO/Wilsonville | Kinsman | Day | Ridder | standard | \$2,820,000 | | | | | | |
| Wash | | | | | | | | | | | |
| CO/Wilsonville | Day | Kinsman | | Construct left turn pocket & signal | \$880,000 | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | TDT & |
| Wilsonville | Boones Ferry | 95th | | Add turn lanes | \$1,410,000 | | | | | \$1,172,033 | Roads SDC |
| Wash | | | | | | | | | | | |
| CO/Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$850,000 | | | | | | |
| | | | | Widen Boones Ferry/Day | | | | | | | |
| Wash | | | | intersection & Boones Ferry to 5 | | | | | | | |
| CO/Wilsonville | Boones Ferry | Day | I-5 | lanes | \$2,490,000 | | | | | | |
| Wash | | Railroad | | Widen & add double southbound | | | | | | | |
| CO/Wilsonville | Grahams Ferry | Crossing | Day | left turn lane at Day | \$2,700,000 | | | | | | |
| Wash | | Railroad | | Widen to 3 lanes & upgrade | | | | | | | |
| CO/Wilsonville | Grahams Ferry | Crossing | | crossing | \$4,000,000 | | | | | | |
| | | Parkway | | | | | | | | | |
| Wilsonville | Elligsen | Center Dr. | Canyon Creek North | Widen to 3 lanes | \$1,500,000 | | | | | | |
| Wash | Ĭ | Canyon | | Widen to 3 lanes. Add turn | | | | | | | |
| Co/Wilsonville | Elligsen | Creek | 65th | pockets & signal at 65th | \$3,000,000 | | | | | | |
| Wash CO | 95th Extension | Barnes | Leahy | 2 lane road | \$8,651,624 | | | | | | |
| | 22 2 | Grahams | | Realign and widen lanes to | 70,00.,021 | | | | | | |
| Wash CO | Tonguin | Ferry | Oregon St | standard | \$7,724,665 | \$618 | MSTIP 3 | | | | |
| Wash CO | Glencoe | Evergreen | Jackson | Widen to three lanes | \$22,865,008 | ΨΟΙΟ | | | | | |
| Wash CO | 205/206 | Baseline | Quatama | Widen to 5 lanes | \$10,196,557 | 1 | | \$11,467 | Road Cap | \$366,540 | Road Cap |
| Wash CO | Kinnaman | Farmington | 209th | Widen to sharles Widen to three lanes | \$23,791,967 | | | ψ11,401 | roau cap | ψ500,540 | Road Cap |
| Wash CO | Greenburg | Hall | Locust | Widen to five lanes | \$6,770,441 | | | | | | |
| vvasii CO | Greenburg | ı lall | Locusi | WIGHT O THE INTES | φυ, ι ι υ,44 ι | 1 | | | | | |
| Wooh CO | Hall | Coholla Farr | Durhom | Widon to five longs | ¢27 052 052 | | | | | | |
| Wash CO | Hall | Scholls Ferry | Dumam | Widen to five lanes | \$37,953,853 | | | | | | MOTIDO |
| W | 0-111 | 1.00/047 | 404-4 | luides to seven leave | #0.000.000 | | [| | | #4 004 040 | MSTIP 3c & |
| Wash CO | Scholls Ferry | HWY217 | 121st | widen to seven lanes | \$8,966,229 | | | | | \$1,634,040 | Road Cap |
| Wash CO | 113th | Rainmont | McDaniel | new 2 lane | \$5,098,279 | | | | | | |

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

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

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

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

NORTH BETHANY TRANSPORTATION SDC FY 2011-2012 SUMMARY

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

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



Washington County

Department of Land Use & Transportation ● Planning and Development Services
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97214-3072
phone: (503) 846-3519 ● fax: (503) 846-4412



Countywide Transportation Development Tax

2010/2011 Fiscal Year Annual Report

July 1, 2010 through June 30, 2011

Washington County Department of Land Use and Transportation Planning Division

December 2011

Board of County Commissioners

Andy Duyck, Chair Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Brent Curtis, Long Range Planning Manager
Gary Stockhoff, County Engineer
Andy Back, Principal Planner

Project Staff

Steve L. Kelley, Senior Planner

COUNTYWIDE TRANSPORTATION DEVELOPMENT TAX

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I. EXECUTIVE SUMMARY

<u>Transportation Development Tax Overview</u>

On November 4, 2008 the voters of Washington County approved a Transportation Development Tax (TDT). The TDT is governed by the Washington County Code section 3.17 as instituted by A-Engrossed Ordinance 691 as amended. The TDT replaced the previous tax, known as the Traffic Impact Fee (TIF), passed county-wide in 1990. The TDT went into effect on July 1, 2009, increasing the previous TIF rates as well as updating and clarifying various procedures. The TDT essentially doubled the TIF rates developers pay for the impact new development has on the transportation system.

The TDT is levied throughout Washington County including within the Cities. The new rate is phased in over four years, through July 1, 2012. After July 1, 2013 the rates can increase at a rate of no more than 10% per year, based on an index tracking the costs of road construction material, labor, and right-of-way. Non-residential developments which had land use approvals prior to July 1, 2009 are charged based on the prior TIF rates until July 1, 2012. Developments may also receive credits for constructing eligible public transportation improvements.

The TDT is based on the estimated traffic generated by each type of development. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects are on major roads, including sidewalks and bike lanes, as well as transit capital projects.

The TDT is not a property tax. It is a tax on development, structured like a system development charge (SDC). New development is required to pay the tax when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, County Commissioners and other elected officials representing local governments. The WCCC was formed in the 1980s to make recommendations about transportation issues of countywide significance.

Ordinance 729

In light of current economic conditions, Ordinance 729 was approved by the County Board of County Commissioners on October 20, 2009, and became effective December 1, 2009. Ordinance 729 provides a temporary discount of the TDT rates during the phase-in period. The rate schedule and other documents below have been revised to reflect the discounts enacted by Ordinance 729.

Reporting Requirements

The purpose of this TDT Annual Report is to fulfill the state statutory requirements for System Development Charge reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. In summary those requirements include:

- An annual accounting, showing the total amount of revenues collected,
- The projects that were funded by the TDT in the previous fiscal year,
- A list of the amount spent on each project funded, and
- The amount of revenue attributed to the costs of administering the charge.

The county code requires the review 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 shall 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 credits.

Summary of Revenues and Expenditures

Between July 1, 2010 and June 30, 2011 the Transportation Development Tax (TDT) collected \$4,531,035 in cash proceeds. No projects were funded with TDT revenues. TDT credit worth \$734,049 towards TDT obligations was issued, of that \$615,211 was used as of June 30, 2011. TDT revenue may be applied towards compliance and administration, and \$118,845 was spent on miscellaneous compliance charges relating to administration of the fund (much of which was bank charges necessitated from payments made via credit card). Countywide, the TDT accounts generated \$63,241 in interest and investment revenue. Ordinance 729 reduced the TDT rates by 10% effective during this fiscal year. The balance of all the TDT accounts was estimated as \$8,509,163 as of June 30, 2011.

Over \$48 million in revenue from other sources has been invested in projects on the TDT project list since it was developed and enacted in 2008.

Rate Phase-in Schedule and Construction Cost Adjustments

The TDT includes a phase-in period starting July 1, 2009 through June 2013. The phase-in schedule resulted in a total increase of 100%, divided equally among the four years.

Ordinance 729 adjusted the effective rates during the phase-in period. Fiscal year 2010/2011 rates were reduced 20%, and allowed for refunds of the tax increase for payments between July 1, 2009 and the effective date of Ordinance 729. The fiscal year 2010/2011 rates were reduced by 10%, and the fiscal year 2011/2012 rates will be reduced by 5%. The rates after the phase-in period are scheduled to follow the annual index as described below.

Beginning in July of 2013, the rates are to be adjusted based on the annual index. The index includes the five-year moving average with three components: Materials (weighted 50%), Labor (weighted 30%), and Right-of-Way (weighted 20%). The TDT rate shall follow the index up or down effective each July 1. However, in no event can an increase be greater than 10% per year.

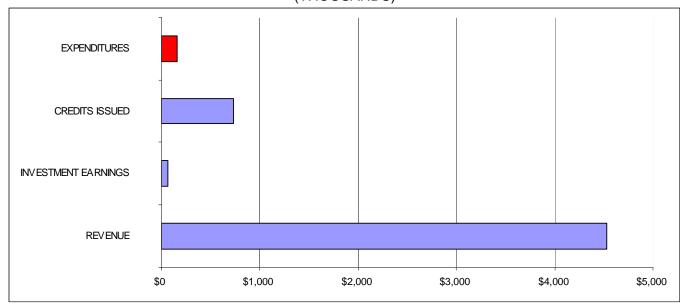
II. COUNTYWIDE FINANCIAL ANALYSIS

Countywide Total Financial Activity and Balance

This section reviews the financial activity of the countywide TDT program for fiscal year 2010/2011. Figure II.1 shows a summary of TDT financial activity. In 2010/2011, \$4,531,035 in TDT revenue was collected countywide. Interest amounting to \$63,241 was earned by the TDT accounts. Six different credits worth a total of \$734,049 were issued during FY 10/11. Therefore, the total cash payments, investment earnings and credits issued for the first fiscal year (2010/2011) of the Countywide program is \$5,328,325. Expenditures, including payment of receipts via credit card, accounted for \$118,845. When combined with the prior year revenue, the countywide TDT balance on June 30, 2011 was estimated as: \$8,509,163. That total does not include improvements made and issued credit, or outstanding credit balances.

Figure II.1 below summarizes the countywide TDT financial activity for the 2010/2011 fiscal year.





The TDT is imposed on all development within Washington County, including inside the cities. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have signed Intergovernmental Agreements with Washington County to administer the TDT within their jurisdictions. Other cities, including Portland and Lake Oswego, have decided to allow Washington County to administer the TDT within their jurisdictions.

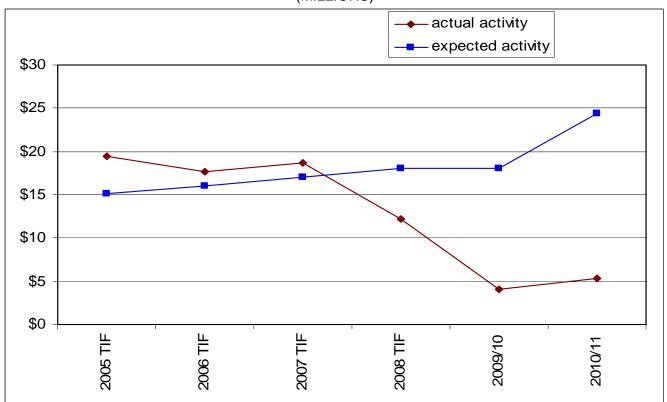
Actual vs. Expected Total Financial Activity

In 2008, the countywide TDT program anticipated annual revenues that would approximately double the TIF revenues after the four year phase-in. Ordinance 729 created a 10% discount in TDT rates due to economic conditions during this fiscal year. The resulting expected reduced financial activity of the TDT for the 2010/2011 fiscal year would be \$24,346,000.

The substantial reduction in development has resulted in substantially less revenue than would have been generated at the prior level of activity. Total activity for FY 2010/11 (including credits) was about \$5,328,000.

Figure II.2 compares the actual annual revenues with the expected financial activity since 2005.

FIGURE II.2
ACTUAL vs. EXPECTED TOTAL FINANCIAL ACTIVITY*
(MILLIONS)

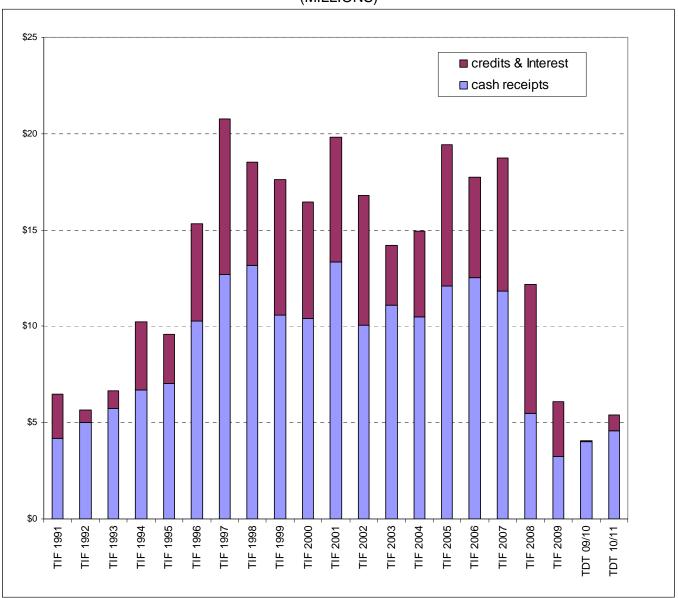


^{*}Total includes revenue, credits issued, and interest

Comparison of Annual Financial Activity

Figure II.3 below compares the total countywide TDT activity for the TDT fiscal year 2010/2011 with Traffic Impact Fee (TIF) activity from prior calendar years. Some continuing TIF activity also took place during the fiscal year. This activity is limited and controlled by the transition provisions of the TDT. The 2010/2011 TDT activity is down significantly from prior years due to the current economic conditions. The TDT revenue generated during fiscal year 2009/2010 was the lowest year on record since the implementation of TIF as a countywide program in 1990. TDT revenue for FY 10/11 is up slightly from FY 09/10.

FIGURE II.3 ANNUAL PROGRAM COMPARISON (MILLIONS)

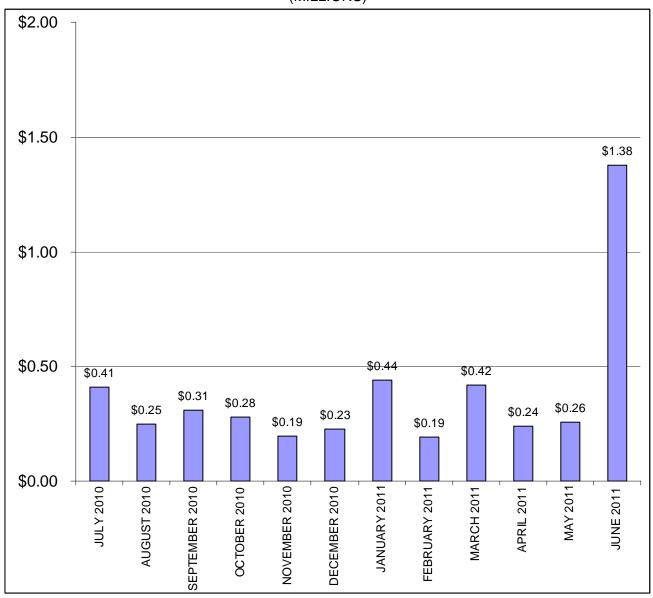


Additional TIF revenue during the 2010/2011 fiscal year may be reported in the 2011 countywide TIF report.

Payment of Fees at Issuance of Building Permits

Between July 1, 2010 and June 30, 2011, the Transportation Development Tax (TDT) program collected \$4,531,035 in cash payments. Figure II.4 depicts the monthly flow of TIF revenues. This figure shows that revenues were highest during the month of June 2011 with \$1.38 million in cash receipts collected. The figures for June may perhaps be partly due to record keeping and end-of-fiscal-year account updating.

FIGURE II.4
CASH RECEIPTS BY MONTH
(MILLIONS)



Interest Earned

During the first fiscal year 2010/2011, the countywide TDT)program collected interest as payments were deposited within the accounts. These dedicated funds earned a total of \$63,241 in interest revenue. Each jurisdiction in the county invests TDT funds through its own individual investment program. Refer to table II.5 for a breakdown of each jurisdiction's interest earnings.

Credits

The countywide TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving facilities. As facilities are improved by developers and project acceptance obtained, a request for credit eligibility is submitted. Each request is reviewed by the applicable jurisdiction in order to ensure that the project meets eligibility requirements, and that the actual construction costs incurred are reasonable. If all criteria are met, the jurisdiction issues credits for the applicable properties for a specific dollar amount. During the next 10 years following the issuance of credits, the developer of the subject properties may submit credit vouchers in lieu of payment of TDT.

Credit may be available for improvements made to projects identified on the TDT project list. Reduced credits may be available and issued for improvements to arterial or collector facilities identified as such on the jurisdiction's transportation system plan. Limited transfer of TDT credits may be allowed.

A total of six separate TDT credits were issued during between July 1, 2011 and June 30, 2010. These credits totaled \$734,049 in eligible improvements to the roadway system.

Revenue by Jurisdiction

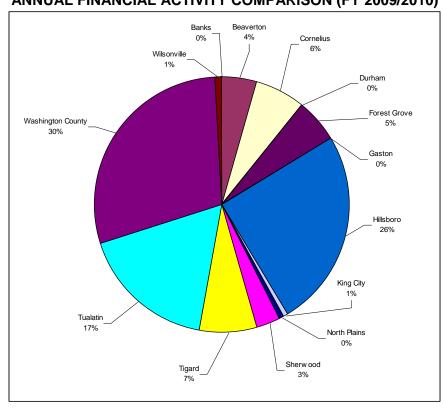
Table II.5 and Figure II.6 below summarize the TDT revenue, interest and expenses by jurisdiction during fiscal year 2010/2011. Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing the countywide TDT.

TABLE II.5
FINANCIAL ACTIVITY BY JURISDICTION

(rounded to nearest dollar)

| | Balance as | , | Interest | | | Balance as |
|-------------------|-------------|-------------|------------|-----------|-------------|-------------|
| | June 30, | | Earnings & | | FY 2010 / | of June 30, |
| Jurisdiction | 2010 | Receipts | Transfers | Expenses | 2011 Total | 2011 |
| Banks | 0 | 0 | 0 | 0 | 0 | 0 |
| Beaverton | \$125,285 | \$200,337 | \$1,123 | \$74,793 | \$126,967 | \$252,252 |
| Cornelius | \$45,483 | \$292,555 | \$4,142 | 0 | \$296,697 | \$342,180 |
| Durham | \$7,371 | \$5,227 | \$42 | \$500 | \$4,770 | \$12,141 |
| Forest Grove | \$160,387 | \$242,366 | \$1,563 | 0 | \$243,929 | \$404,316 |
| Gaston | \$4,280 | \$5,226 | 0 | 0 | \$5,226 | \$9,506 |
| Hillsboro | \$1,861,672 | \$1,113,081 | \$32,391 | \$361 | \$1,145,111 | \$3,006,782 |
| King City | \$59,607 | \$31,362 | \$366 | 0 | \$31,728 | \$91,335 |
| North Plains | \$36,918 | \$17,498 | \$229 | 0 | \$17,728 | \$54,646 |
| Sherwood | \$112,815 | \$149,274 | \$798 | 0 | \$150,072 | \$262,887 |
| Tigard | \$179,029 | \$325,297 | \$1,095 | \$36,403 | \$289,989 | \$469,018 |
| Tualatin | \$607,401 | \$783,643 | \$3,822 | 0 | \$787,465 | \$1,394,866 |
| Washington County | \$833,485 | \$1,322,952 | \$17,652 | \$43,491 | \$1,297,112 | \$2,130,597 |
| Wilsonville | 0 | \$42,217 | \$18 | 0 | \$42,235 | \$42,235 |
| Countywide Total | \$4,033,733 | \$4,525,809 | \$63,241 | \$118,845 | \$4,470,204 | \$8,503,937 |

FIGURE II.6
ANNUAL FINANCIAL ACTIVITY COMPARISON (FY 2009/2010)



III. PROJECT EXPENDITURES

During fiscal year 2009/2010 no public improvements were constructed using TDT funds.

The TDT project list was developed during 2008, and some listed improvements or parts of listed improvements have been constructed with non-TDT funding since the project list was developed. Since the list was developed in 2008, \$19.4 million had been invested in improvements on the project list through June 30, 2010. Between July 1, 2010 and June 30, 2011, another \$28.6 million was invested in improvements on the project list. All of this revenue has been from other sources than the TDT. These investments represent less than 1% of the total TDT eligible project list.

The TDT was developed with a target of providing 28.0% of the revenue necessary to complete eligible components of the projects on the project list. Due to investments from other sources the TDT, once fully phased in, to now cover 28.56% of the TDT project list. One purpose of this report is monitor changes in the need and percent of the need captured by the TDT.

For informational purposes only, an updated SDC Eligible Cost per Person Trip-End from the 2008 Methodology Report is included below (Table III.1). Comparing the new SDC Eligible Costs (\$2,281,783,624) to the Total New Person Trip-Ends (1,666,558); results in an SDC-Eligible Cost per New Person Trip-End of \$1,369 per motor vehicle trip. The fully phased-in Captured Cost per New Person Trip-End remains at \$391, which would now be 28.56% of the eligible motor vehicle costs.

TABLE III SDC-ELIGIBLE COST PER PERSON TRIP-END

(Including completed projects)

| | (111010) | ading complete | od projecto) | | |
|-----------------|-----------------|----------------|--------------|--------------|--------------|
| | | Total New | SDC-Eligible | | Captured |
| | | ADT | Cost per New | | Cost per New |
| | SDC Eligible | Person | Person | | Person |
| Type of Cost | Costs | Trip-Ends | Trip-End | Capture Rate | Trip-End |
| Motor Vehicle | \$2,281,783,624 | 1,666,558 | \$1,386 | 28.56% | \$391 |
| Transit Cost | \$264,104,676 | 1,666,558 | \$159 | 28.0% | \$44 |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | 100% | \$3 |
| Total | \$2,551,429,728 | | \$1,560 | | \$439 |

Appendix A, details the TDT project list and expenditures for TDT-eligible projects.

IV. ANNUAL REVIEW

Review Requirements

The TDT program requires an annual review. Washington County code section 3.17.140 identifies the items the annual review shall include:

- 1. A list of the amount spent on each project funded, in whole or in part, with TDT revenues.
 - No projects were funded with TDT revenues. However, 28.6 million in non-TDT revenue was invested towards projects eligible for TDT funding.
- 2. The amount of revenue collected from each jurisdiction.
 - A total of \$4,531,035 in revenue was collected, see page 8.
 - A total of \$734,049 in TDT credit was issued for eligible road improvements.
- 3. The costs of complying with the System Development Charge provisions (ORS 223.297 to 223.314) and/or other administrative expenses.
 - For fiscal year 2010/2011, countywide TDT administrative expenses were: \$118,845. A significant portion of these expenses were incurred accepting TDT payments via credit card, which facilitated collection.

Ordinance 729

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

- Amended Washington County code section 3.17.080 to specifically identify that TIF credits may be issued to satisfy TDT obligations.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discount rate and the initial rate. A total of \$148,650.43 in refunds were actually issued.
- Established a 20% discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10% discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5% discount for charges paid between July 1, 2011 and June 30, 2012.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Phase-in schedule

The Washington County Coordinating Committee and Board of County Commissioners addressed concerns regarding the economic impact the TDT rate structure might have on current development activity by establishing a phase-in rate schedule. The phase-in schedule substitutes for the annual index between July 1, 2009 and June 30, 2012. The phase-in schedule accounts for the automatic six percent (6%) annual Traffic Impact Fee increase.

The phase-in schedule was adjusted by Ordinance 729, see page 10.

Construction Cost Index

Although the Construction Cost Index does not go into effect until July 1, 2013, tracking the construction cost index during the phase-in period provides greater information about the history of the index. See Table V.1 on page 12. Please note that the ODOT cost trend reports have been discontinued. A suitable replacement or continuation using comparable data is being discussed.

Previous Use / Ordinance 741

During the fall of 2010 County staff began working with the jurisdictions and other parties to refine the "previous use" definition within the TDT. Ordinance 741 was adopted July 26 and became effective August 26, 2011, and therefore it does not affect the time period of this report. Ordinance 741 changes the definition of "Previous use" for the TDT as follows:

Section 3.17.030.AA is hereby amended to read as follows: New matter is <u>underlined</u>, and deleted matter is <u>stricken</u>.

"AA. "Previous use" means the most intensive lawful, permitted use existing at a particular property within the past 36 months on or after January 1, 2005 but not more than ten years prior to the date of application for a building permit. Where the site was used simultaneously for several different uses (mixed use) then, for the purposes of this Chapter, all of the specific use categories shall be considered. Where the previous use is composed of a primary use with one or more ancillary uses that support the primary use and are owned and operated in common, that primary use shall be deemed to be the sole use of the property."

V. ANNUAL CONSTRUCTION COST ADJUSTMENT

Table V.1
Construction Cost Adjustment

| Year | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 2002 | 2000 | 2004 | 2000 | 2000 | 2007 | 2000 | 2003 | 2010 |
| Materials Component (50%) | | | | | | | | | |
| Oregon Construction Cost Index ¹ | 164.3 | 171.7 | 161.7 | 205.8 | 248.0 | 240.9 | 243.8 | 220.9 | 220.9 |
| % Annual Change | | 4.5% | -5.8% | 27.3% | 20.5% | -2.9% | 1.2% | -9.4% | 0% |
| Ave. 5-year Change | | | | | | 8.7% | 8.1% | 7.3% | 1.9% |
| Labor Component (30%) | | | | | | | | | |
| BLS Employment Cost Index ² | 90.1 | 93.5 | 96.7 | 100 | 103.6 | 107.6 | 110.9 | 111.7 | 113.6 |
| % Annual Change | | 3.8% | 3.4% | 3.4% | 3.6% | 3.9% | 3.1% | 0.7% | 1.7% |
| Ave. 5-year Change | | | | | | 3.6% | 3.5% | 2.9% | 2.6% |
| Right-of-Way Component (20%) | | | | | | | | | |
| Ave. Total Real Market Value ³ | \$270,176 | \$279,865 | \$308,772 | \$315,784 | \$342,179 | \$399,958 | \$435,632 | \$412,268 | \$391,972 |
| % Annual Change | | 3.6% | 10.3% | 2.3% | 8.4% | 16.9% | 8.9% | -5.4% | -4.9% |
| Ave. 5-year Change | | | | | | 8.3% | 9.4% | 6.1% | 4.8% |
| Weighted Average Index⁴ | | | | | | 7.1% | 6.9% | 5.8% | 2.7% |

Footnotes:

- 1. Construction Cost Trends, Composite Index (Oregon Dept of Transportation). Please note that the ODOT cost trend reports have been discontinued.
- 2. March 2001 June 2011 Table 5. Employment Cost Index for Total Compensation, for private industry workers by occupational group and industry, construction group (Bureau of Labor Statistics).
- 3. Calculated as: (Total Real Market Value) / (Total Property Accounts Personal Property Accounts Public Utility Accounts). Source: Annual Summary of Assessment & Tax Roll, Total Value on the Tax Role and Total Taxes Extended on the Roll tables (Washington County Dept. of Assessment & Taxation).
- 4. Weighted Avg. = ((Materials % Ave Annual 5-year Change x 0.5) + (Labor % Ave Annual 5-year Change x 0.3) + (Right-of-Way % Ave Annual 5-year Change x 0.2)).

The Annual Construction Cost Adjustment is reported for informational purposes only. The Transportation Development Tax (TDT) rates are based on the established phase-in schedule through June 30, 2012.

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

| | | = | | - | - | | | | |
|--------------|---------------------|------------------------|----------------|--|--------------|------------------|-------------------|------------------|-------------------|
| | | _ | _ | | Eligible SDC | Eligible FY 09 - | | Eligible FY 10 - | |
| Jurisdiction | Road | From | То | Project | Amount | 10 expenditure | Source | 11 expenditure | Source |
| | | Barrows | | | | | | | |
| Beaverton | Scholls Ferry | (west end) | | add SB rt turn lane | \$291,771 | | | | |
| Beaverton | Millikan | Murray | | rt turn lane for WB Millikan | \$607,200 | | | | |
| Beaverton | Walker | 173rd | | turn lanes, signal imprvmts | \$2,324,211 | | | | |
| Beaverton | Walker | 167th | | signalize; add SB left turn lane | \$173,995 | | | | |
| Beaverton | Cedar Hills | Jenkins | | turn lanes, signal imprvmts | \$2,550,240 | | | | |
| Beaverton | Cedar Hills | Hall | | add NB rt turn lane | \$728,640 | | | | |
| Beaverton | Canyon | Cedar Hills | | turn lanes, signal imprvmts | \$6,922,080 | | | | |
| Beaverton | Farmington | Cedar Hills | | turn lanes, signal imprvmts | \$2,891,429 | | | | |
| | | | | add EB&WB rt turn lanes, NB&SB | | | | | |
| Beaverton | Hall | Allen | | double lefts | \$2,373,600 | | | | |
| Beaverton | Scholls Ferry | 125th | | add SB rt turn lane | \$1,280,640 | | | | |
| Beaverton | Scholls Ferry | Nimbus | | turn lanes, signal imprvmts | \$1,533,286 | | | | |
| Beaverton | Farmington | Lombard | | add NB rt turn lane | \$1,689,120 | | | | |
| Beaverton | BH Hwy | Western | | turn lanes, signal imprvmts | \$2,064,480 | | | | |
| Beaverton | Hall | Denney | | turn lanes, signal imprvmts | \$850,080 | | | | |
| Beaverton | Scholls Ferry | Allen | | turn lanes, signal imprvmts | \$1,179,703 | | | | |
| Beaverton | Murray | Brockman | | Add WB & SB rt turn lanes | \$1,280,640 | | | | |
| Beaverton | Millikan | 141st | Hocken | Add signal, turn lanes, bike & ped | \$2,870,400 | | | | |
| Beaverton | Denney | Hall | Scholls Ferry | Add turn lanes, bike lanes & signalize | \$6,734,400 | | | | |
| Beaverton | Allen | Hwy 217 | Western | Add turn lanes, signals, bike/ped | \$6,955,200 | | | | |
| Beaverton | Cedar Hills | Farmington | Walker | Add turn lanes, bike lanes | \$19,362,462 | | | | |
| Beaverton | Millikan | TV Hwy | 141st | Add turn lanes, signals, bike and ped | \$18,878,400 | | | | |
| Beaverton | Hall | 500' south of Allen | 12th | Add turn lanes, bike lanes | \$6,734,400 | | | | |
| Beaverton | Hall | Farmington | Cedar Hills | Add turn lanes, bike lanes | \$5,740,800 | | | | |
| Beaverton | Weir | 155th | 175th | Turn lanes, bike lanes, sidewalks | \$4,526,400 | | | | |
| | | | | Add turn lanes, bike lanes, | | | | | |
| Beaverton | Allen | Hwy 217 | Murray | sidewalks & signalize | \$28,916,622 | | | | |
| Cornelius | Susbauer / 19th | TVHighway | Zion Church | Add new traffic signals at Holladay and Davis and widen existing travel lanes. | \$12,930,000 | | | \$87,364 | Road Cap |
| Comenas | Gusbauel / 18til | i vi ligitway | Zion Onuion | ianes. | ψ12,330,000 | | | ψυ1,304 | Noau Cap |
| Cornelius | Cornelius-Schefflir | n S. CL | Verboot Circle | Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes. | \$5,550,000 | \$8,397,614 | OTIA3 & MSTIP3 | \$131,495 | OTIA3 & MSTIP3 |

| | | • I | | | | • | | | |
|--------------|--------------------|----------------|---------------------|--|------------------------|---------------------------------|----------|---------------------------------|-----------|
| | | | | | | | | | |
| Jurisdiction | Road | From | То | Droinat | Eligible SDC Amount | Eligible FY 09 - 10 expenditure | Source | Eligible FY 10 - 11 expenditure | Source |
| Junsaiction | Road | FIOIII | 10 | Project | Amount | ro expenditure | Source | i i experialiture | Source |
| Camadina | 4.046 | Λ -l - i - / \ | Dagalina | Add left & right turn lanes at | Ф4 7 4 400 | | | # 4.400 | 0 " |
| Cornelius | 10th | Adair/Main | Baseline | couplet intersection approaches. | \$471,429 | | | \$4,400 | Cornelius |
| Cornelius | 14th | Holladay | Dogwood | Add signals at TV Hwy. and widen existing travel lanes. | \$2,100,000 | | | | |
| | | East Forest | | | | | | | |
| | Forest Grove | Grove City | West Cornelius City | Construct new 2 lane collector | | | | | |
| Cornelius | Connectivity | Limit | Limit | between Cornelius & Forest Grove | \$1,500,000 | | | | |
| | | | | | | | | | |
| Grove | Extension | 4th Ave | Yew St | new 2 lane collector | \$10,764,871 | | | | |
| | Holladay St | | | | | | | | |
| Cornelius | Extension | 10th Ave | Gray St | new 2 lane collector | \$1,300,000 | | | | |
| | Holladay St | | | | | | | | |
| Cornelius | Extension | Gray St | 19th Ave | new 2 lane collector | \$1,300,000 | | | | |
| Cornelius | Davis St Extension | Ath Ave | 10th Ave | new 2 lane collector | \$2,500,000 | | | | |
| Comelius | TV Highway | 4III AVE | TOUTAVE | new 2 lane collector | \$2,500,000 | | | | |
| Cornelius | Corridor | 4th Ave | 29th Ave | traffic signal system spordingtion | \$450,000 | | | | |
| Comelius | Cornadi | 4III AVE | Z9III AVE | traffic signal system coordination Inteconnect signals and | \$4 30,000 | | | | |
| Cornelius | Baseline | 10th Ave | 20th Ave | consolidate access points. | \$540,000 | | | \$8,200 | Cornelius |
| | | | | | + - 10,000 | | | 40,200 | |
| | Upper Boones | | | Widen to accommodate extended | | | | | |
| Durham | | Afton | Durham | left turn lane at Durham | \$276,000 | | | | |
| | Upper Boones | At Tualatin | | | Ψ=: 0,000 | | | | |
| Durham | Ferry | River | | Add 2 through lanes | \$600,000 | | | | |
| Forest Grove | 19th | Poplar | HWY 47 | Extend 2 LN | \$1,517,156 | | | | |
| Forest Grove | 23-24 | Hawthorn | Quince | Construct 3 LN | \$16,574,964 | | | | |
| Forest Grove | 26th | Juniper | Oak | Construct 3 LN | \$5,310,045 | | | | |
| Forest Grove | B St | Hartford | David Hill | Extend 2 LN | \$6,068,623 | | | | |
| | | East | | | + - / / - | | | | |
| Forest Grove | David Hill | Terminus | HWY 47 | Complete 3 LN | \$6,428,075 | \$160,024 | MSTIP 3b | \$234,349 | MSTIP 3b |
| Forest Grove | Hartford | | | Extend to Thatcher | \$3,707,150 | ,, | 30 | , , | |
| Forest Grove | Hawthorn | 26th | HWY 47 | Complete 2 LN | \$7,885,582 | | | | |
| Forest Grove | Laurel | 22nd | 26th | Complete 2 LN | \$8,598,914 | | | | |
| Forest Grove | Main | Hartford | David Hill | Complete 2 LN | \$6,068,623 | | | | |
| Forest Grove | Thatcher | | Thatcher | Signalize Intersection | \$2,997,360 | | | | |
| Forest Grove | HWY 47 | Elm | HWY 47 | Signalize Intersection | \$224,853 | | | | |
| Forest Grove | Sunset | Willamina | Sunset | Add turn lanes / signal | \$1,198,406 | \$4,423 | MSTIP 3 | | |
| Forest Grove | HWY 47 | Maple | HWY 47 | Signalize Intersection | \$224,853 | | | | |
| Forest Grove | TV HWY | Quince | | Add turn lanes / signal | \$4,294,293 | 1 | | | |

| | | | | • | | | | | |
|--------------|------------------|--------------|------------------|-------------------------------------|--------------------|------------------|----------|------------------|----------|
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | Eligible SDC | Eligible FY 09 - | | Eligible FY 10 - | |
| Jurisdiction | Road | From | То | Project | Amount | 10 expenditure | Source | 11 expenditure | Source |
| | | | | Upgrade to 2 LN Collector add | | | | | |
| Forest Grove | Oak | Pacific | HWY 47 | Signal | \$4,650,591 | | | | |
| | | Mountain | | | | | | | |
| Forest Grove | Heather | View | HWY 47 | Construct 2 LN Collector | \$6,375,830 | | | | |
| Forest Grove | E/Pacific/19th | 19th | E | Extend 2 Lane couplet | \$5,264,808 | | | | |
| Hillsboro | Main | Main | | Add westbound right turn | \$977,417 | | | | |
| Hillsboro | Imlay | at TV HWY | | Signalize | \$366,531 | | | | |
| Hillsboro | Cornelius Pass | at TV HWY | | Add 2nd eastbound left turn lane | \$2,101,446 | | | | |
| 1 111100010 | 001110110011 000 | at | | 7 GG Eria GGGGGGTTG TOTT GTTT TATTO | Ψ2,101,110 | | | | |
| Hillsboro | Bentley | Brookwood | | Add eastbound left turn lane | \$772,466 | | | | |
| | | at Jackson | | | · , | | | | |
| Hillsboro | Harewood | School | | Add EB right turn lane | \$772,466 | | | | |
| Hillsboro | TV HWY | 185th | Cornelius Pass | Widen to 7 lanes | \$64,887,183 | | | | |
| Hillsboro | Witch Hazel | at River | | signalize | \$289,675 | \$220,480 | MSTIP 3c | | |
| | | | | | | | | | |
| | | | | convert NB through-left lane to | | | | | |
| | | | | separate left turn lane and change | | | | | |
| Hillsboro | Minter Bridge | TV HWY | | N/S signal phasing to protected | \$635,321 | | | | |
| | | | | Add northbound/southbound right | | | | | |
| | | | | turn lanes, protected-permitted N/S | | | | | |
| Hillsboro | Evergreen | at 229th | | signal | \$1,221,770 | | | | |
| Hillsboro | Grant | 25th/28th | | Add eastbound left turn lane | \$1,466,124 | | | | |
| | 0 1 | | | Add eastbound/westbound left turn | 0077 447 | | | | |
| Hillsboro | Grant | at Cornell | | lanes | \$977,417 | | | | |
| Llillahara | Cornell/Main | at 10th | | Add northbound and southbound | ¢2 044 024 | ¢450,000 | D 1 O | CO4 | D 1 O |
| Hillsboro | Cornell/Main | at 10th | | lanes Add northbound and southbound | \$3,811,924 | \$158,829 | Road Cap | \$604 | Road Cap |
| | | | | double left turn lanes, Add | | | | | |
| Hillsboro | Cornell | at 185th | | northbound right turn lane | \$2,443,542 | | | | |
| Hillsboro | Aloclek | Amberwood | Cornelius Pass | Extend 3 lane | \$3,909,666 | | | \$449,709 | TIF2 |
| Hillsboro | Amberwood | 206th | Cornelius Pass | Widen to 3 lane | \$2,932,250 | | | Ψ++3,703 | 111 2 |
| 1 111135010 | 7 | 25001 | 001110110011 000 | Tricon to o land | <i>\$2,002,200</i> | 1 | | | |
| Hillsboro | Airport (Butler) | Shute | Brookwood | Widen to 3 lane | \$2,345,723 | | | | |
| Hillsboro | Cornell | Arrington | Main | widen 5 lane | \$11,728,998 | | | \$21,396 | TIF2 |
| Hillsboro | Amberglen | Walker | 206th | New 3 lane | \$4,105,149 | | | | |
| | | | | Add 2nd left turn lane on | | | | | |
| | | | | northbound/southbound/eastbound | | | | | |
| | | at Cornelius | | approaches, eastbound and | A= 00: : | | | | |
| Hillsboro | Evergreen | Pass | | westbound right turn lanes | \$5,864,499 | | | | |

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| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Eligible FY 09 - | Source | Eligible FY 10 - | Source |
| | 7.00.0 | | | | | | | | |
| Hillsboro | Jackson School | Grant | Evergreen | Widen to 3 lanes | \$7,976,257 | | | | |
| | Edgeway (Salix | | 1 3 1 | | + // - | | | | |
| Hillsboro | Ext) | LRT | Walker | New 3 lane extension | \$8,405,782 | | | | |
| Hillsboro | 10th | Walnut | Washington | Widen and turn lanes | \$8,806,118 | | | | |
| | | Cornelius | | | | | | | |
| Hillsboro | Wilkens | Pass | Edgeway | new 3 lane | \$6,797,705 | | | | |
| | | | | New 3 lane \$ bridge over Rock | | | | | |
| Hillsboro | Century | Baseline | Lois | Creek | \$29,817,206 | | | | |
| Hillsboro | 231st | LRT | Baseline | widen 3 lanes | \$10,814,531 | | | | |
| | | | | Install traffic signal/ widen Glencoe | | | | | |
| | | _ | | for southbound left turn lane, add | | | | | |
| Hillsboro | 1st/Glencoe | at Grant | | left turn lane on Grant | \$4,887,086 | | | | |
| | Century | _ | l | extend 3 lane, including Hwy 26 | | | | | |
| Hillsboro | Blvd/229th | Evergreen | West Union | overcrossing | \$14,676,863 | | | | |
| | 0 " 0 | | 0004 | Extend as new 3 lane/including | 407.007.000 | | | | |
| Hillsboro | Cornelius Pass | TV HWY | 209th | grade seperation at TV HWY | \$27,367,662 | | | | |
| Llillahara | 60th (Oustame) | 227th | Docalina | Now 2 lane extension | ¢4.042.70 <i>E</i> | | | | |
| Hillsboro Hillsboro | 69th (Quatama) Grant | Brookwood | Baseline 28th | New 3 lane extension new 3 lane | \$4,943,785 \$13,904,396 | | | | |
| Hillsboro | 28th | Baseline | Cornell | widen 3 lanes | \$4,943,785 | | | | |
| Hillsboro | Brookwood | TV HWY | River | Ext 3 lane | \$15,449,329 | \$309,490 | MSTIP 3b | \$6,250 | MSTIP 3b |
| Tillisboro | Diookwood | 1 0 1100 1 | KIVEI | add EB and SB right turn lans, add | ψ10, 44 9,329 | \$309, 4 90 | WISTIF SU | ψ0,230 | WISTIF 3D |
| Hillsboro | Cornell | at 229th | | WB 2nd left turn lane | \$1,954,833 | | | | |
| 111135010 | Conticii | di ZZJiii | | Add 2nd SB and EB left turn lanes, | ψ1,555+,555 | | | | |
| Hillsboro | 185th | at Walker | | WB right turn lane | \$2,950,129 | | | | |
| Hillsboro | 10th | Baseline | | add turn lanes | \$3,176,603 | | | | |
| | | | | Add EB right turn lane and NB left | + 2,112,222 | | | | |
| Hillsboro | 13th | TV HWY | River | turn lane | \$977,417 | | | | |
| | | at Rood | | | · · · · · · · · · · · · · · · · · · · | | | | |
| Hillsboro | River | Bridge | | Add eastbound right turn lane | \$742,756 | | | \$24,069 | MSTIP 3c |
| Hillsboro | 229th | at TV HWY | | Add NB right turn lane | \$450,000 | | | · | |
| Hillsboro | 253rd | Evergreen | | signalize | \$768,753 | | | | |
| Hillsboro | 234th | Johnson | | signal | \$337,500 | | | | |
| | | | | | | | | | |
| Hillsboro | Brookwood | Cornell | | Add Dedicated 2nd SB Thru Lane | \$2,443,542 | | | | |
| Hillsboro | Quatama | LRT | 227th | Widen to 3 lanes | \$8,210,299 | | | \$63,625 | TIF2 |
| Hillsboro | Huffman | Shute | 253rd | New 3 lane | \$1,853,920 | | | | |
| North Plains | 208th | Pacific | Kaybern Extension | Construct new two-lane collector | \$500,000 | | | | |
| North Plains | 289th | Pacific | West Union | Construct new two-lane collector | \$750,000 | | | | |

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|---------------|---------------------|-----------------------|------------------------|--|-------------------------|------------------|----------|-------------------|-----------|
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| | | | | | Eligible SDC | Eligible FY 09 - | | Eligible FY 10 - | |
| Jurisdiction | Road | From | To | Project | Amount | 10 expenditure | Source | 11 expenditure | Source |
| North Plains | Pacific | | Jackson School | · | \$1,750,000 | To experientare | Course | тт схрепанате | Course |
| North Plains | 309th | 289th North | Future school site | Construct new two-lane collector Construct new two-lane collector | \$1,750,000 | | | | |
| North Plains | 313th | | | | \$750,000 | | | | |
| North Plains | Cottage | North 318th | Future school site | Construct new two-lane collector Construct new two-lane collector | \$4,762,500 | | | | |
| NOTHI FIAITIS | Collage | 310111 | Gordon | Construct new two-lane collector | φ 4 ,762,300 | | | | |
| North Plains | Jackson School | Pacific | West Union | Construct new two-lane collector | \$750,000 | | | | |
| North Plains | Kaybern Extension | | West city limits | Construct new two-lane collector | \$2,750,000 | | | | |
| North Plains | Main | North | Tirmeric | Construct new two-lane collector | \$1,250,000 | | | | |
| North Plains | Mountaindale | 309th | Tirmeric | Construct new two-lane collector | \$3,500,000 | | | | |
| North Plains | Pacific | 307th | East city limits | Construct new two-lane collector | \$750,000 | | | | |
| North Plains | Tirmeric | North | Future school site | Construct new two-lane collector | \$1,000,000 | | | | |
| | | | | Widen existing travel lanes to | | | | | |
| North Plains | West Union | Glencoe | Jackson School | standard | \$1,182,500 | | | | |
| North Plains | Yorkshire | 309th | Tirmeric | Construct new two-lane collector | \$2,250,000 | | | | |
| North Plains | Pacific | Glencoe | | Add new signal | \$222,827 | | | | |
| | | | | Add westbound left turn, | | | | | |
| North Plains | Commercial | Glencoe | | eastbound right turn & signalize | \$299,959 | | | | |
| | | | | Construct roundabout north of | | | | | |
| Sherwood | Oregon Street | Oregon St | at Tonquin Rd | Oregon St/Murdock Roundabout | \$772,466 | | | | |
| | l | | | | | | | | |
| Sherwood | Adams Street | Adams Ave | at T-S Rd Intersection | | \$233,609 | | | | |
| | | | | Improve 3 leg intersection; | * 450.045 | | | | |
| Sherwood | Edy Road | Edy Rd | at Borchers Drive | possible roundabout | \$458,845 | | | | |
| | | | | Remove traffic signal, install raised | | | | | |
| ٠, ، | D 1 W 6: 1 | Tualatin- | (D W | median and allow right in right out | # 00 000 | | | | |
| Sherwood | Baler Way Signal | Sherwood | at Baler Way | only. | \$33,693 | | | | |
| | | | | Remove Traffic Signal. Allow lefts | | | | | |
| | | | | in only (no lefts from Langer to | | | | | |
| ٠, ، | Sherwood | Sherwood | 5: | Sherwood); capacity issues related | #57.005 | | | | |
| Sherwood | Boulevard | Blvd | at Langer Drive | to queing at 99W | \$57,935 | | | | |
| | | | | Improve intersection; possible | | | | | |
| | | | | roundabout in conjuncture with | | | | | |
| | | | | 1050-30 (roundabout at Edy and | | | | | |
| Ch a mua s -l | Sherwood | Sherwood | at Camtum (Daire | Borchers); capacity issues related | #200 200 | | | | |
| Sherwood | Boulevard | Blvd | at Century Drive | to queing at 99W | \$386,233 | - | | | |
| Chamuas | Adama Assa Cassilla | 101 9 0 | Tualatin-Sherwood | Construction of 2 large and | CO 445 404 | ¢420.054 | Observ | 64.057.040 | Sherood & |
| Sherwood | Adams Ave South | | Ku | Construction of 3 lane road | \$9,115,104 | \$139,954 | Sherwood | \$4,957,940 | MSTIP 3c |
| Sherwood | Adams Ave North | Tualatin- Sherwood | Home Depot/99W | Construction of 3 lane road | \$3,244,359 | \$257,936 | Sherwood | \$121,339 | Sherwood |

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|--------------|--|-----------------------|-------------------------|--|------------------------|------------------|----------|------------------|----------------|
| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Eligible FY 09 - | Source | Eligible FY 10 - | Source |
| | | | Tualatin-Sherwood | -,, | | | | | |
| Sherwood | Century Drive | Adams Ave | Rd | Construction of 3 lane road | \$4,171,319 | | | | |
| Sherwood | Century Drive | Railroad | Murdock / Oregon | Adds turn lanes and center median | Ψ4,171,319 | | | | |
| Chamusad | Orogon Ctroot | | Roundabout | | ¢4 474 240 | #04.040 | 01 | ¢40.757 | Observation of |
| Sherwood | Oregon Street | Crossing | Roundabout | for capacity | \$4,171,319 | \$24,243 | Sherwood | \$42,757 | Sherwood |
| Sherwood | Pine Street | Willamette | Sunset | New road extension across rail road tracks from RR Street to Willamette; Existing county road will be widened. | \$3,808,260 | \$50,011 | Sherwood | \$15,051 | Sherwood |
| Sherwood | Fille Street | vvillamette | Sunset | Add lanes, turn lanes, and modify | φ3,000,200 | φ50,011 | Sherwood | \$15,051 | Sherwood |
| Chamusad | Chuart Dood | ODE OOM | Vr. 100 r | | ¢2 000 066 | | | | |
| Sherwood | Elwert Road | ORE 99W | Kruger | signal and phasing, | \$3,089,866 | | | | |
| Ob | Dan alamana Dan d | ODE 0014/ | 1 - 44 1 100 D 4 | Add to make a section was discus- | C40 440 047 | | | | |
| Sherwood | Brookman Road | ORE 99W | Ladd Hill Road | Add turn lanes and center median | \$13,440,917 | | | | |
| | 0 " " " " | T-S | 0 | Construction of 2 lane collector | 40.047.000 | | | | |
| Sherwood | Galbreath Drive | Rd/Gerda Ln | Cipole Road | road | \$2,317,399 | | | | |
| | | 005 0014 | 005 0014 | | AF FOA 750 | | | | |
| Sherwood | Cedar Brook Way | ORE 99W | ORE 99W | Construction of 2 lane road | \$5,561,759 | | | | |
| | 0 11 4 | Meinecke | 5 . | | *** | | | | |
| Sherwood | Smith Avenue | Road | Woodhaven Drive | Construction of 2 lane road | \$849,713 | | | | |
| Ob | Ossida I san Dasid | ODE 0014/ | ODE COM | O-materials at Olama mand | #0.700.070 | | | | |
| Sherwood | South Loop Road | ORE 99W | ORE 99W | Construction of 2 lane road | \$2,780,879 | | | | |
| Chamuaad | Villa Dand | Doub Ct | Current terminus of | Comptunction of Oleman word | #4 407 000 | | | | |
| Sherwood | Villa Road | Park St | Villa Rd | Construction of 2 lane road | \$1,467,686 | | | | |
| Sherwood | Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan) | Washington St. | Oregon St. | New road to improve access to old town | \$3,862,332 | | | | |
| Sherwood | Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan) | South of Railroad St. | Willamette St. | New road to improve access to old town | \$1,699,426 | | | | |
| Sherwood | Sunset Boulevard Road & Intersection Improvements | Aldergrove | Eucalyptus | Add turn lanes and center median for capacity at intersection of Main/Sunset; possibility of future signal | \$7,427,562 | | | | |

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| | | | | | Eligible SDC | Eligible FY 09 - | | Eligible FY 10 - | |
| Jurisdiction | Road | From | То | Project | Amount | 10 expenditure | Source | 11 expenditure | Source |
| | | | | construct new road to 2 lane | | | | | |
| Sherwood | Arrow Street | Adams Ave | Gerda Lane | collector standards | \$7,427,562 | | | | |
| Sherwood | Ladd Hill Road | Sunset Blvd | UGB south | Widen to 3 lanes plus turn lanes | \$8,913,075 | | | | |
| | | | | l l | +-1 | | | | |
| | Edy Rd/Sherwood | | | | | | | | |
| Sherwood | Blvd | Borchers Dr | 3rd St | Add turn lanes and center median | \$7,427,562 | | | | |
| Sherwood | Edy Rd | Borchers Dr | City Limits west | Add turn lanes and center median | \$7,427,562 | | | | |
| | | | , | | | | | | |
| Sherwood | Elwert Road | 99W | Edy Rd | Add turn lanes and center median | \$14,855,124 | | | | |
| Tigard | 72nd Ave | Durham | Bonita | widen to 5 lanes | \$6,712,467 | | | | |
| Tigard | 72nd Ave | Bonita | Hunziker | widen to 5 lanes | \$7,261,185 | | | | |
| Tigard | 72nd Ave | ORE 99W | Hunziker | widen to 5 lanes | \$9,269,598 | | | | |
| | | Quail Creek | | | | | | | |
| Tigard | 121st | Ln | Walnut | widen to 3 lanes | \$4,325,812 | | | | |
| Tigard | 121st | North Dakota | Walnut | widen to 3 lanes | \$4,325,812 | | | | |
| Tigard | Bonita | Hall | 15 | widen to 4 lanes | \$1,972,255 | | | | |
| | | | | | | | | | TIF2 & State |
| Tigard | Burnham | Main | Hall | widen to 3 lanes | \$7,286,400 | | | \$3,026,957 | Gas Tax |
| Tigard | Commercial | 95th | Main | 2 lane improvement | \$1,544,933 | | | | |
| Tigard | Dartmouth | 72nd | 68th | widen to 4 lanes | \$1,853,920 | | | | |
| T: | Doutes outly Fut | D - store - cutte | 1.1 | | #00.470.004 | | | | |
| Tigard | Dartmouth Ext | Dartmouth | Hunziker | extend/realign road | \$23,173,994 | | | | |
| | | | | Widen to provide 2 full-width travel | | | | | |
| Tigard | Fonner | Walnut | 115th | lanes, bikelanes & sidewalks | \$2,549,139 | | | | |
| Tigard | Greenburg | Teideman | ORE 99W | widen to 5 lanes | \$9,269,598 | | | | |
| Tigard | Greenburg | Teideman | Shady Lane | widen to 5 lanes | \$908,784 | | | | |
| rigaru | Greenburg | reideman | South mall area | 2-lane overcrossing of Hwy. 217 | φ900,704 | | | | |
| Tigard | Washington Sq | Nimbus Ave. | (Locust St.) | with sidewalks & bikelanes | \$39,781,536 | | | | |
| rigara | Tradinington oq | THINDUS AVE. | (Loodot Ot.) | 2-lane overcrossing of Hwy. 217 | ψου, το τ,σου | | | | |
| Tigard | Washington Sq | Nimbus Ave. | North mall area | with sidewalks & bikelanes | \$39,781,536 | | | | |
| Tigard | Hunziker | Hall | 72nd | widen to 3 lanes | \$4,634,799 | | | \$4,983 | City Gas Tax |
| Tigard | Locust | Greenburg | Hall | Widen to 3 lanes | \$2,471,893 | | | ψ + ,303 | ιαλ |
| rigaru | Locust | Greenburg | i iaii | Widen to 3 lattes | Ψ2,411,033 | | | | |
| Tigard | Nimbus Drive Ext | Scholls Ferry | Greenburg | 3 lane extension | \$23,173,994 | | | | |

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| | | | _ | | Eligible SDC | Eligible FY 09 - | | Eligible FY 10 - | |
| Jurisdiction | Road | From | То | Project | Amount | 10 expenditure | Source | 11 expenditure | Source |
| | | | | | | | | | |
| | | | | Widen to provide 2 full-width travel | | | | | |
| Tigard | North Dakota | 121st | Tiedeman | lanes, bikelanes & sidewalks | \$2,703,633 | | | | |
| _ | | | l | Extend Wall St. across creek and | | | | | |
| Tigard | Wall Ext | Hunziker | Hall | RR to connect to Hunziker | \$10,814,531 | | | | |
| Tigard | Walnut | 121st | Tiedeman | widen to 3 lanes | \$4,325,812 | | | | |
| Tigard | Walnut | Tiedeman | ORE 99W | Widen to 3 lanes | \$3,862,332 | | | | |
| Tigard | Walnut Ext Upper Boones | ORE 99W | Scoffins | New 3-lane collector | \$29,353,726 | | | | |
| Tigard | Ferry | Durham | I-5 | widen to 5 lanes | \$4,634,799 | | | | |
| Tigard | гепу | Dumam | 1-0 | Intersection expansion to 5 lanes & | φ4,034,799 | | | | |
| Tigard | Darmouth | 72nd | | new signalization | \$2,491,204 | | | | |
| rigaru | Daimoun | 72110 | | Right turn lane from Hall to | Ψ2,431,204 | | | | |
| | | | | McDonald & signal system | | | | | |
| Tigard | McDonald | Hall | | upgrade | \$692,948 | | | | |
| ga. a | | 1 | | Reconfigure Scoffins to intersect | φσσΞ,σ :σ | | | | |
| | | | | Hall at Hunziker & modify to 4-way | | | | | |
| Tigard | Scoffins | Hunziker | Hall | signal | \$3,862,332 | | | | |
| Tigard | North Dakota | 125th | | right turn lane | \$695,220 | | | | |
| | | | | | | | | | |
| Tigard | Nimbus | Scholls Ferry | | right turn lane | \$1,776,673 | | | | |
| | | | | Widen to 3 lanes with sidewalks & | | | | | |
| Tigard | 121st | Walnut | North Dakota | bikelanes | \$3,321,606 | | | | |
| | | l | | | . | | | | |
| Tigard | 121st | North Dakota | | New signal system | \$231,740 | | | | |
| Tigard | Greenburg | Olsen | Hall | 2nd NB lane | \$849,713 | | | | |
| - . , | | 0 1 | 005 0044 | Add protected left turn & | Φ4 7 05 400 | | | #0.000.457 | City Gas |
| Tigard | Main | Greenburg | ORE 99W | eastbound lane on 99W | \$1,705,433 | | | \$2,832,157 | Tax |
| Tigord | Croophura | Toidomon | | Expand intersection to 5 lanes & | \$413,102 | | | | |
| Tigard Tigard | Greenburg Dartmouth | Teideman ORE 99W | | signal upgrade right turn lane | \$251,052 | | | | |
| Tigard | 72nd Ave | ORE 99W | | turn lanes | \$772,466 | | | | |
| Tigard | 68th | ORE 99W | | turn lanes | \$2,394,646 | | | | |
| Tigard | 68th | Atlanta | Haines | New signal system | \$173,805 | | | | |
| . igui u | 3001 | / tital ita | 1 1011100 | i ton digital dyotolli | ψ170,000 | | | | |
| | | | | Expand the 217 overpass at 72nd | | | | | |
| Tigard | 72nd Ave | ORE 217 | | Ave. to accommodate 5 lanes | \$29,710,249 | | | | |
| J | | 1 | | Intersection widening to | +,, | | | | |
| | | | | accommodate a 5-lane 72nd | | | | | |
| Tigard | 72nd Ave | Bonita | | Avenue | \$386,536 | | | | |

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| | | | | | Eligible SDC | Eligible FY 09 - | | Eligible FY 10 - | |
| Jurisdiction | Road | From | То | Project | Amount | 10 expenditure | Source | 11 expenditure | Source |
| | | - | 10 | • | | To experialture | Source | i i experialiture | Source |
| Tigard | 72nd Ave | Carman | | NB right turn lane | \$308,987 | | | | |
| | | | | | | | | | |
| | | Upper | | Upgrade signal & expand to | . | | | | |
| Tigard | 72nd Ave | Boones Fy | | accommodate 5 lanes all directions | \$1,544,933 | | | | |
| Tigard | ORE 99W | McDonald | Gaarde | WB Right turn lane | \$560,753 | | | | |
| | | | | WB Right turn lane, protected left | | | | | |
| Tigard | Walnut | ORE 99W | | turn | \$939,275 | | | | |
| | | l | | Add southbound right turn & | | | | | |
| Tigard | 72nd Ave | Hampton | Hunziker | protected left turn phasing | \$386,233 | | | | |
| | | | | Reconfigure intersection to make | | | | | |
| | | Upper | | through route between Durham & I- | | | | | |
| Tigard | Durham | Boones Fy | | 5/Carman interchange | \$1,081,453 | | | | |
| Tigard | 68th | Dartmouth | | New signal system | \$173,805 | | | | |
| Tigard | Carman | I-5 | | turn lanes | \$294,726 | | | | |
| Tigard | Carman | I-5 NB | _ | turn lanes | \$736,814 | | | | |
| Tigard | Atlanta Street | Haines | Dartmouth | Extension of Atlanta Street | \$5,520,000 | | | | |
| | | | | Creation of a backage road to | | | | | |
| | | | | provide access to properties | | | | | |
| Tigard | Backage Road | 68th Parkway | Atlanta Street | fronting 99W | \$607,200 | | | | |
| | | | | | | | | | |
| | | | | Widening to provide full two-lanes | . | | | | |
| Tigard | Beveland Street | 69th Avenue | 72nd Avenue | with sidewalks and planters | \$270,480 | | | | |
| | | | | Extend Hunziker over Hwy. 217 to | | | | | |
| L | Highway 217 | Hunziker | | connect to 72nd Avenue at | | | | | |
| Tigard | Overcrossing | Street | 72nd Avenue | Hampton. | \$10,637,040 | | | | |
| Tualatin | Sagert | 65th | | signal - new | \$354,047 | | | | |
| Tualatin | Avery | Teton | | signal - new | \$254,914 | | | | |
| Tualatin | Cummins | Cipole | | signal - new | \$254,914 | | | | |
| Tualatin | Cipole | Herman | | signal & realign railroad | \$2,294,225 | | | | |
| Tualatin | Avery | 105th | | signal - new | \$191,185 | | | | |
| Tualatin | Teton | Tualatin Rd | | signal - new | \$157,936 | | | | |
| Tualatin | Leveton | 108th | | signal - new | \$191,185 | 1 | | | |
| Tualatin | Grahams Ferry | Helenius | | signal - new | \$191,185 | | | | |
| Tualatin | ORE 99W | 130th | | signal - new | \$191,185 | | | | |
| Tualatin | Blake | 108th | 105th | Widen to 3 lanes | \$1,461,507 | | | | |
| Tualatin | Hall | Tualatin Rd. | Durham Rd. | extension - 3 lanes & bridge | \$42,485,656 | | | | |
| Tualatin | Herman | Teton | Tualatin | Add left turn lane | \$2,889,025 | | | | |
| Tualatin | 112th | Myslony | Tualatin-Sherwood | Add left turn lane & bike lanes | \$3,194,921 | | | | |
| Tualatin | Cipole | ORE 99W | Tualatin-Sherwood | Add left turn lane & bike lanes | \$4,588,451 | | | | |

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| | | | | | Eligible SDC | Eligible FY 09 - | | Eligible FY 10 - | |
| Jurisdiction | Road | From | То | Project | Amount | 10 expenditure | | 11 expenditure | Source |
| Tualatin | Herman | Cipole | 124th Ave | Add left turn lane | \$1,563,472 | | | | |
| Tualatin | Leveton | 108th | 118th | widen to 5 lanes | \$1,699,426 | | | | |
| Tualatin | 108th | Leveton | Herman | widen to 5 lanes | \$849,713 | | | | |
| | | Tualatin- | | | | | | | |
| Tualatin | Boones Ferry | Sherwood | Ibach | widen to 5 lanes | \$4,690,416 | | | | |
| Tualatin | McEwan | 65th | Lake Oswego | widen to 3 lanes | \$3,908,680 | | | | |
| Tualatin | 65th | Nyberg | Childs Rd | extension - 3 lanes & bridge | \$16,994,262 | | | | |
| Tualatin | ORE 99W | Cipole | River | widen to 6 lanes | \$6,797,705 | | | | |
| Tualatin | Tualatin | Herman | Boones Ferry | widen to 5 lanes | \$2,249,241 | | | | |
| Tualatin | 65th | Sagert | Nyberg | widen to 5 lanes | \$3,582,957 | | | | |
| Tualatin | Sagert | Martinazzi | 65th | widen to 5 lanes | \$2,714,361 | | | | |
| Tualatin | 90th | Tualatin | Tualatin-Sherwood | widen to 5 lanes | \$2,039,311 | | | | |
| Tualatin | 128th | Cummins | Leveton | extension - 2 lanes | \$5,101,253 | | | | |
| Tualatin | Loop Rd | Nyberg | Boones Ferry | new street - 2 lanes | \$4,248,566 | | | | |
| | | | | | | | | | |
| Tualatin | E-W connection | 108th | 112th | new street - 2 lanes | \$1,869,369 | | | | |
| | Lower Boones | | | | | | | | |
| Tualatin | Ferry | Tualatin | Boones Ferry | new street -3 lanes | \$23,791,967 | | | | |
| Tualatin | Boones Ferry | Martinazzi | Lower Boones Ferry | Widen to 5 lanes and bridge | \$12,265,084 | | | | |
| M | D | 0 - 4 1 1311 - | | Add Olaffa Others Organity singel | CO FOO 475 | | | | |
| Wash CO | Barnes | Cedar Hills | | Add 2 lefts, 2 thru & modify signal | \$2,560,175 | | | | |
| _a_b CO | Deceline | Cornelius | | Add Other Suppodify Cinned | Φ4 77C C70 | | | | |
| Wash CO | Baseline | Pass | | Add 2 thru & modify Signal | \$1,776,673 | 1 | | | |
| Wash CO | Baseline | 185th | | Grade Seperation | \$27,036,326 | + | | | |
| | | | | Realign Oleson Rd. and | | | | | |
| | Beaverton- | | | reconfigure intersections with B-H | | | | | |
| Wash CO | Hillsboro | Olsen Rd | Scholls Ferry | Hwy. and Scholls Ferry Rd. | \$18,229,167 | | | \$469,884 | MSTIP 3c |
| Wash CO | 170th | Merlo | Alexandria | Widen to five lanes | \$16,627,341 | 1 | | ψ 4 09,004 | WISTIF 3C |
| Wash CO | Bethany | Kaiser | Alexandria | Add turn lanes. | \$1,390,440 | \$471,744 | TIF2 | \$1,753,207 | TIF2 |
| vv asii oo | Detriarry | Raisei | | Extend 173rd Ave. under US26 | Ψ1,030,770 | ψτι,ιττ | 111 4 | ψ1,100,201 | 111 Z |
| Wash CO | 173rd | Bronson | Cornell | connecting to 174th Ave. | \$16,994,262 | | | | |
| Wash CO | 174th | Bronson | Meadowgrass | Widen to three lanes | \$21,474,568 | | | | |
| Wash CO | Cornell | 143rd | Weadowgrass | Reconfigure intersection | \$6,179,732 | | | | |
| | 00111011 | North of | | recomingate intercontain | ψο, 17 ο, 1 ο 2 | | | | |
| | | Westview | | | | | | | |
| Wash CO | 185th | | Springville Rd | Widen to five lanes | \$14,213,383 | | | \$1,545,345 | MSTIP 3c |
| | | Cornelius | | | | | | | · · · · · · · · · · · · · · · · · · · |
| Wash CO | Cornell | Pass | | Grade Seperation | \$23,173,994 | | | | |
| Wash CO | 209th | TV Highway | Farmington | Realign and widen to three lanes | \$32,443,592 | \$1,928,670 | Road Cap | \$19,168 | Road Cap |

| | | | | <u> </u> | | | | | |
|--------------|-------------------|--------------|---------------|--|-------------------|----------------|----------|---------------------------------|------------|
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | Eligible SDC | Eligible FY 09 | | Eligible FY 10 - | |
| Jurisdiction | Road | From | То | Project | Amount | 10 expenditure | Source | 11 expenditure | Source |
| Wash CO | Kinnanman | 198th | | Add left turn | \$741,200 | | | | |
| Wash CO | Kinnanman | 209th | | Add signal | \$231,740 | | | | |
| Wash CO | Laidlaw | Bethany | | Add signal | \$231,740 | | | | |
| | | 201114119 | | 7 tad 0.g. tal | Ψ=0 :,: :0 | | | | |
| Wash CO | 197th/198th Ave. | T.V. Hwy. | Baseline | Widen to 3 lanes & eliminate offset | \$21,474,568 | | | | |
| Wash CO | Scholls Ferry | Hall | | Add 2 right, 2 left & mod. Signal | \$2,549,139 | | | | |
| Wash CO | Scholls Ferry | Murray | | Add 1 right, 1 left & mod. Signal | \$1,390,440 | | | | |
| | | | | Widen non-five lane sections to | | | | | |
| Wash CO | Baseline | West of Lisa | Brookwood | five lanes | \$11,582,951 | | | | |
| | Tualatin-Sherwood | | | | | | | | |
| Wash CO | | Boones Ferry | | Grade Seperation | \$23,628,696 | | | | |
| | Tualatin-Sherwood | | | | | | | | |
| Wash CO | | ORE 99W | | Add right and left turn and signal | \$1,212,937 | | | | |
| | TV HWY- | | | | | | | | |
| Wash CO | Farmington | Murray | | Grade separation | \$26,043,155 | | | | |
| | | | | Add 2 right, 2 left, 1 thru & mod. | | | | | |
| Wash CO | Walker | 158th | | Signal | \$2,100,939 | | | | |
| Wash CO | Cornell | 113th | Leahy | Widen to three lanes | \$7,724,665 | | | | |
| Wash CO | Cornell | Murray | HWY26 | Widen to five lanes | \$40,322,750 | \$1,181,329 | MSTIP 3b | \$3,396 | MSTIP 3b |
| Wash CO | Durham Rd | ORE 99W | Boones Ferry | widen to 5 lanes | \$15,314,688 | | | | |
| Wash CO | Farmington | 170th | 185th | Widen to five lanes | \$4,373,157 | | | | |
| Wash CO | Jenkins | Murray | 158th | Widen to five lanes | \$2,960,478 | | | | |
| Wash CO | Johnson | 185th | 170h | New two lane extension | \$11,741,490 | | | | |
| Wash CO | Kaiser | Bethany | Cornell | Widen to 3 lanes | \$28,735,753 | \$91,841 | TIF2 | \$14,430 | TIF2 |
| Wash CO | Kaiser | Springville | Bethany | Widen to five lanes | \$7,106,692 | | | | |
| Wash CO | Springville | 185th | PCC Access | widen to 5 lanes | \$5,870,745 | | | | |
| | | | | | . | | | | |
| Wash CO | Springville | PCC Access | Kaiser Road | widen to 3 lanes | \$14,831,356 | | | | |
| Week CO | Tayloro Form Dd | Olasan | Machineton Dr | Nov. 2 Iona automaian | #2.000.000 | | | | |
| Wash CO | Taylors Ferry Rd | Oleson | Washington Dr | New 2 lane extension | \$3,089,866 | | | | |
| Wash CO | Tualatin-Sherwood | ORE 99W | Teton | widen to 5 lanes | \$25,244,862 | \$179,829 | TIF2 | \$417,501 | TIF2 |
| Wash CO | Walker | 185th | Stucki | Widen to 5 lanes Widen to five lanes | \$7,851,068 | φ113,023 | 1152 | φ 4 ι <i>ι</i> ,30 ι | ΠΓΖ |
| Wash CO | Walker | 185th | ORE 217 | Widen to live lanes Widen to five lanes | \$55,710,614 | | | | |
| Wash CO | West Union | 185th | 143rd | widen to 3 lanes | \$32,907,072 | | | \$5,301 | MSTIP 3b |
| vv asii oo | VV GOL OTHOLI | Hospital | 17014 | wideli to 5 lailes | ψυΖ,συΙ,υΙΖ | | | ψυ,υυ ι | IVIOTIF JU |
| Wash CO | Barnes | enterance | Leahy | Widen to five lanes | \$4,731,357 | | | | |
| Wash CO | Barnes | Leahy | County Line | Widen to five lanes Widen to three lanes | \$10,275,262 | | | | |
| Wash CO | Bethany | Kaiser Rd | West Union | Widen to 5 lanes | \$24,338,784 | | | | |
| Wash CO | Farmington | 185th | 209th | Widen to 5 lanes Widen to three lanes | \$14,674,907 | | | | |

| | _ | | | | | | | | |
|------------------------|-----------------------------|-----------------------|---------------------|---|------------------------------|--------------------|----------|------------------|-----------------|
| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Eligible FY 09 - | Source | Eligible FY 10 - | Source |
| Garioaiotion | rtodd | - | 10 | i rojost | Alliount | то охропанию | Ocuroo | тт охропанаго | C 001.00 |
| Wooh CO | Most Union | Cornelius | 185th | widen to 5 lanes | ¢40.4E7.460 | | | | |
| Wash CO Wash CO | West Union Scholls Ferry | Pass Allen | Beaverton-Hillsdale | | \$19,157,168 \$13,919,347 | | | | |
| | | | | Widen to three lanes | | | | | |
| Wash CO | Merlo/158th | 170th | Walker Rd | Widen to five lanes | \$15,328,632 | | | | |
| Wash CO | Millikan | Hocken | Murray | Widen to 3 lanes | \$7,415,678 | | | | |
| Wash CO | Barnes | Cedar Hills | 119th | Widen to five lanes | \$4,603,175 | | | | |
| Wash CO | Butner | Murray | Cedar Hills | Widen to 3 lanes | \$15,912,809 | A 0.040.700 | | 000004044 | |
| Wash CO | 185th | TV Highway | Farmington | Widen to five lanes | \$19,002,675 | \$3,318,789 | MSTIP 3c | \$2,024,041 | MSTIP 3c |
| Wash CO | 185th | Farmington | Bany | Widen to three lanes | \$14,522,370 | | | | |
| Wash CO | Alexander | 170th | 209th | Widen to three lanes | \$23,637,474 | | | | |
| Wash CO | Johnson | 185th | Cornelius Pass | Widen to three lanes | \$20,856,595 | | | | |
| Wash CO | 198th | TV Highway | Baseline | Widen to three lanes | \$21,474,568 | | | | |
| Wash CO | 175th | Outlook Ln | Horse Tale Dr. | Realign roadway | \$1,544,933 | | | | |
| Wash CO | Cornelius Pass | Amberwood | TV Highway | Widen to five lanes | \$43,149,977 | \$2,297,767 | MSTIP 3c | \$9,753,802 | MSTIP 3c |
| Wash CO | Grahams Ferry | Tonquin | Cutter | Widen to three lanes | \$12,977,437 | | | | |
| Wash | | Grahams | | | | | | | |
| CO/Wilsonville | Day | Ferry | Boones Ferry | Widen from 3 to 5 lanes | \$5,561,759 | | | | |
| Wash CO/Wilsonville | Clutter/Ridder | Grahams Ferry | Garden Acres | Widen to three lanes | \$840,000 | | | | |
| Wash CO/Wilsonville | Grahams Ferry | Clutter | | Construct turn pockets & signal | \$1,430,000 | | | | |
| Wash CO/Wilsonville | Kinsman | Day | Ridder | Construct 3 lane & improve to standard | \$2,820,000 | | | | |
| Wash CO/Wilsonville | Day | Kinsman | | Construct left turn pocket & signal | \$880,000 | | | | |
| Wilsonville | Boones Ferry | 95th | | Add turn lanes | \$1,410,000 | | | | |
| Wash | | | | | | | | | |
| CO/Wilsonville | Ridder | Kinsman | | Construct left turn pocket & signal | \$850,000 | | | | |
| Wash | | | | Widen Boones Ferry/Day intersection & Boones Ferry to 5 | , | | | | |
| CO/Wilsonville | Boones Ferry | Day | I-5 | lanes | \$2,490,000 | | | | |
| Wash | Doones I city | Railroad | | Widen & add double southbound | Ψ2,π30,000 | + | | | |
| CO/Wilsonville | Grahams Ferry | Crossing | Day | left turn lane at Day | \$2,700,000 | | | | |
| Wash | Giananis Feny | Railroad | Day | Widen to 3 lanes & upgrade | φ∠, ι υυ,υυυ | + | | | |
| | Grahams Ferry | | | . • | \$4,000,000 | | | | |
| CO/Wilsonville | Granams refry | Crossing | | crossing | \$4,000,000 | | | | |
| Wilsonville | Elligsen | Parkway Center Dr. | Canyon Creek North | Widen to 3 lanes | \$1,500,000 | | | | |

| Jurisdiction | Road | From | То | Project | Eligible SDC Amount | Eligible FY 09 - | | Eligible FY 10 - | Source |
|----------------|-------------------|---------------|----------------|--------------------------------------|------------------------|------------------|---------|------------------|----------|
| | Noau | | 10 | · | Amount | To experiantare | Course | 11 experience | Course |
| Wash | l-u: | Canyon | 051 | Widen to 3 lanes. Add turn | Фо ооо ооо | | | | |
| Co/Wilsonville | Elligsen | Creek | 65th | pockets & signal at 65th | \$3,000,000 | | | | |
| Wash CO | 95th Extension | Barnes | Leahy | 2 lane road | \$8,651,624 | | | | |
| | | Grahams | | Realign and widen lanes to | | | | | |
| Wash CO | Tonquin | Ferry | Oregon St | standard | \$7,724,665 | \$618 | MSTIP 3 | | |
| Wash CO | Glencoe | Evergreen | Jackson | Widen to three lanes | \$22,865,008 | | | | |
| Wash CO | 205/206 | Baseline | Quatama | Widen to 5 lanes | \$10,196,557 | | | \$11,467 | Road Cap |
| Wash CO | Kinnanman | Farmington | 209th | Widen to three lanes | \$23,791,967 | | | | |
| Wash CO | Greenburg | Hall | Locust | Widen to five lanes | \$6,770,441 | | | | |
| Wash CO | Hall | Scholls Ferry | Durham | Widen to five lanes | \$37,953,853 | | | | |
| Wash CO | Scholls Ferry | HWY217 | 121st | widen to seven lanes | \$8,966,229 | | | | |
| Wash CO | 113th | Rainmont | McDaniel | new 2 lane | \$5,098,279 | | | | |
| Wash CO | Evergreen | East of 25th | West of 253rd | widen to 5 lanes | \$12,408,960 | \$75,809 | TIF2 | \$459,217 | TIF2 |
| Wash CO | Tualatin-Sherwood | Teton | Borchers Drive | interconnect signals | \$332,212 | | | | |
| WashCo | Baltic Extension | Barnes | Spring Crest | Construct new 2 lane road and bridge | \$10,483,200 | | | | |
| Wash CO | Roshak | Bull Mountain | | Reconfigure intersection | \$3,500,000 | | | \$44,934 | TIF2 |
| TOTAL | | | | | \$2,329,850,413 | \$19,476,937 | | \$28,589,852 | |



Countywide Transportation Development Tax

2009/2010 Fiscal Year Annual Report

July 1, 2009 through June 30, 2010

Washington County
Department of Land Use
and Transportation
Planning Division

December 2010

Board of County Commissioners

Tom Brian, Chair Dick Schouten • Desari Strader • Roy Rogers • Andy Duyck

Planning Commission

Marc San Soucie, Chair
Aaron Crowley • Liles Garcia • Herbert Hirst
Veta Holscher • Matthew Larrabee • Rick Lesniak
Mary Manseau • Scott Rickard

County Administrator

Robert Davis

Department of Land Use & Transportation

Andrew Singelakis, Director
Brent Curtis, Long Range Planning Manager
Greg Miller, County Engineer
Andy Back, Principal Planner

Project Staff

Steve L. Kelley, Senior Planner

COUNTYWIDE

TRANSPORTATION DEVELOPMENT TAX

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I. EXECUTIVE SUMMARY

<u>Transportation Development Tax Overview</u>

On November 4, 2008 the voters of Washington County approved a Transportation Development Tax (TDT). The TDT is governed by the Washington County Code section 3.17 as instituted by A-Engrossed Ordinance 691 as amended. The TDT replaced the previous tax, known as the Traffic Impact Fee (TIF), passed county-wide in 1990. The TDT went into effect on July 1, 2009, increasing the previous TIF rates as well as updating and clarifying various procedures. The TDT essentially doubled the TIF rates developers pay for the impact new development has on the transportation system.

The TDT is levied throughout Washington County including within the Cities. The new rate is phased in over four years, through July 1, 2012. After July 1, 2013 the rates can increase at a rate of no more than 10% per year, based on an index tracking the costs of road construction material, labor, and right-of-way. Non-residential developments which had land use approvals prior to July 1, 2009 are charged based on the prior TIF rates until July 1, 2012. Developments may also receive credits for constructing eligible public transportation improvements.

The TDT is based on the estimated traffic generated by each type of development. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects are on major roads, including sidewalks and bike lanes, as well as transit capital projects.

The TDT is not a property tax. It is a tax on development, structured like a system development charge (SDC). New development is required to pay the tax when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, County Commissioners and other elected officials representing local governments. The WCCC was formed in the 1980s to make recommendations about transportation issues of countywide significance.

Ordinance 729

In light of current economic conditions, Ordinance 729 was approved by the County Board of County Commissioners on October 20, 2009, and became effective December 1, 2009. Ordinance 729 provides a temporary discount of the TDT rates during the phase-in period. The Board will review the discount schedule annually. The rate schedule and other documents below have been revised to reflect the discounts enacted by Ordinance 729.

Reporting Requirements

The purpose of this Transportation Development Tax (TDT) Annual Report is to fulfill the state statutory requirements for System Development Charge reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in section 3.17.140. In summary those requirements include:

- An annual accounting, showing the total amount of revenues collected,
- The projects that were funded by the TDT in the previous fiscal year.
- A list of the amount spent on each project funded, and
- The amount of revenue attributed to the costs of administering the charge.

The county code requires the review 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 shall 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 credits.

Summary of Revenues and Expenditures

Between July 1, 2009 and June 30, 2010 the Transportation Development Tax (TDT) collected \$4,166,572 in cash proceeds. No projects were funded with TDT revenues, and no TDT credits were issued. \$9,263 dollars were spent on miscellaneous compliance charges relating to administration of the fund (mostly charges necessitated from payments via credit card). Countywide the TDT accounts generated \$25,232 in interest and investment revenue. Ordinance 729 reduced TDT rates by 20% effective December 1, 2009. Furthermore, Ordinance 729 allowed refunds of the difference between the July 1 rate and the December rate. The TDT program refunded \$148,650 in compliance with Ordinance 729. The countywide TDT account balance was \$4,033,891 as of June 30, 2010.

Over \$19.4 million in revenue from other sources was invested in projects on the TDT project list since it was developed and enacted in 2008.

Rate Phase-in Schedule and Construction Cost Adjustments

The Transportation Development Tax (TDT) includes a phase-in period starting July 1, 2009 through June 2013. The phase-in schedule resulted in a total increase of 100%, divided equally among the four years.

Ordinance 729 adjusted the effective rates during the phase-in period. Fiscal year 2009/2010 rates were reduced 20%, and allowed for refunds of the tax increase for payments between July 1, 2009 and the effective date. The fiscal year 2010/2011 rates were reduced 10%, and the fiscal year 2011/2012 rates were reduced 5%. The rates after the phase-in period will follow the annual index as described below.

Beginning in July of 2013, the rates are to be adjusted based on the annual index. The index includes the five-year moving average with three components: Materials (weighted 50%), Labor (weighted 30%), and Right-of-Way (weighted 20%). The TDT rate shall follow the index up or down effective each July 1. However, in no event can an increase be greater than 10% per year.

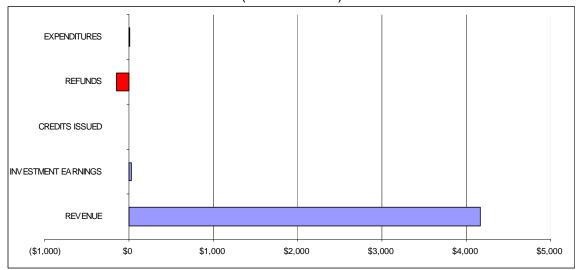
II. COUNTYWIDE FINANCIAL ANALYSIS

Countywide Total Financial Activity and Balance

This section reviews the financial activity of the countywide Transportation Development Tax (TDT) program for fiscal year 2009/2010. Figure II.1 shows a summary of TDT financial activity. In 2009/2010, \$4,166,572 in TDT revenue was collected countywide. Interest amounting to \$25,275 was earned by the TDT accounts. No TDT credits have been issued. One time refunds under Ordinance 729 amounted to \$148,650. Therefore, the total cash payments, investment earnings and credits issued for the first fiscal year (2009/2010) of the Countywide program is \$4,043,197. Expenditures, including payment of receipts via credit card, accounted for \$9,263. Therefore the countywide TDT balance on June 30, 2010 was: \$4,033,933.

Figure II.1 below summarizes the countywide TDT financial activity for the 2009/2010 fiscal year.





The TDT is imposed on all development within Washington County, including inside the cities. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have signed Intergovernmental Agreements with Washington County to administer the TDT within their jurisdiction. Other cities including Portland and Lake Oswego have decided to allow Washington County to administer the TDT within their jurisdiction.

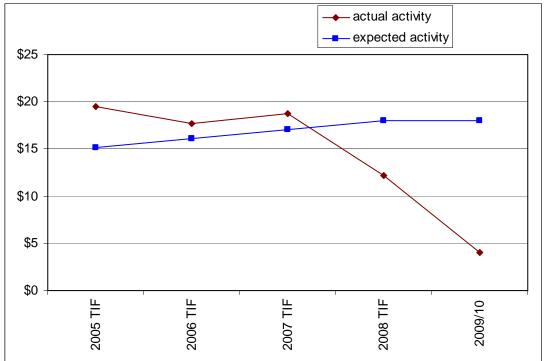
Actual vs. Expected Total Financial Activity

In 2008, the countywide Transportation Development Tax (TDT) program anticipated annual revenues that would approximately double the TIF revenues after the four year phase-in. Ordinance 729 created a 20% discount in TDT rates due to economic conditions. The expected reduced financial activity of the TDT of the 2009/2010 fiscal year would be \$18,034,000.

The substantial reduction in development has resulted in substantially less revenue than would have been generated at the prior level of activity.

Figure II.2 compares the actual annual revenues with the expected financial activity.

FIGURE II.2
ACTUAL vs. EXPECTED TOTAL FINANCIAL ACTIVITY*
(MILLIONS)

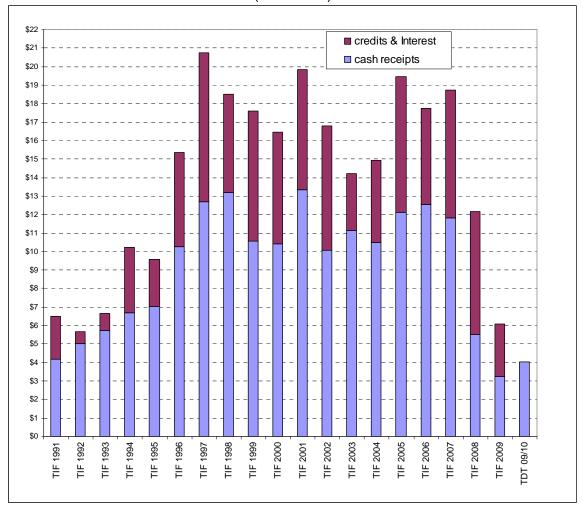


^{*}Total includes revenue, credits issued, and interest

Comparison of Annual Financial Activity

Figure II.3 below compares the total countywide Transportation Development Tax (TDT) activity for the TDT fiscal year 2009/2010 with TIF activity from prior calendar years. Some continuing Traffic Impact Fee (TIF) activity also took place during the fiscal year. This activity is limited and controlled by the transition provisions of the TDT. The 2009/2010 TDT activity is down significantly from prior TIF activity. The TDT revenue generated during fiscal year 2009/2010 is the lowest year on record since the implementation of TIF as a countywide program in 1990.

FIGURE II.3
ANNUAL PROGRAM COMPARISON
(MILLIONS)

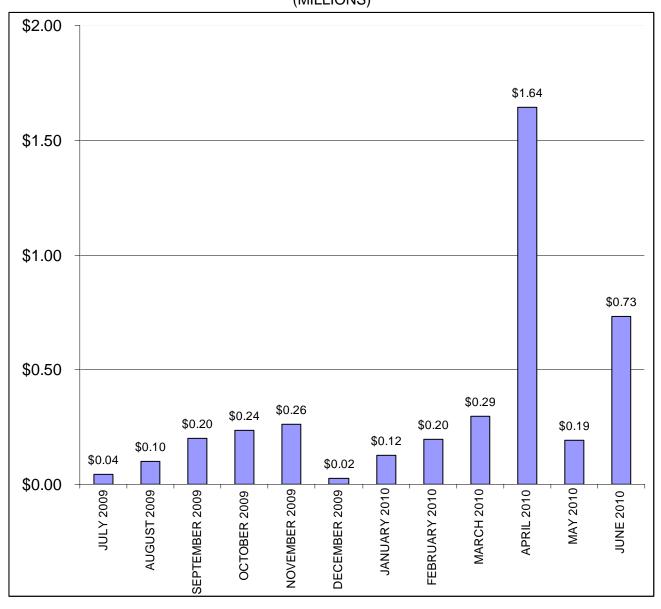


Countywide TIF also collected \$1,036,420 in revenue between July 1, 2009 and December 30, 2009. Additional TIF revenue during the 2009/2010 fiscal year may be reported in the 2010 countywide TIF report. Including the \$1,036,420 in TIF revenue collected with the \$4,008,616 in TDT revenue collected (after rebates and investment earnings) would increase the total combined revenue collected to \$5,045,036 during the fiscal year.

Payment of Fees at Issuance of Building Permits

Between July 1, 2009 and June 30, 2010, the Transportation Development Tax (TDT) program collected \$4,162,292 in cash payments and refunded \$148,650 of these payments as directed by Ordinance 729. Figure II.4 depicts the monthly flow of TIF revenues. This figure shows that revenues were highest during the month of April 2010 with \$1.64 million in cash receipts collected.

FIGURE II.4
CASH RECEIPTS BY MONTH
(MILLIONS)



Interest Earned

During the first fiscal year 2009/2010, the countywide Transportation Development Tax (TDT) program collected interest as payments were deposited within the accounts. These dedicated funds earned a total of \$25,232 in interest revenue. Each jurisdiction in the county invests TDT funds through its own individual investment program. Refer to table II.5 for a breakdown of each jurisdiction's interest earnings.

Credits

The countywide Transportation Development Tax (TDT) program provides opportunities for developers to reduce or eliminate TDT charges by improving facilities. As facilities are improved by developers and project acceptance obtained, a request for credit eligibility is submitted. Each request is reviewed by the applicable jurisdiction in order to ensure that the project meets eligibility requirements, and that the actual construction costs incurred are reasonable. If all criteria are met, the jurisdiction issues credits for the applicable properties for a specific dollar amount. During the next 10 years following the issuance of credits, the developer of the subject properties may submit credit vouchers in lieu of payment of TDT.

Credit may be available for improvements made to projects identified on the TDT project list. Reduced credits may be available and issued for improvements to arterial or collector facilities identified as such on the jurisdiction's transportation system plan. Limited transfer of TDT credits may be allowed.

No credits were issued during the 2009/2010 fiscal year.

Jurisdiction Comparison

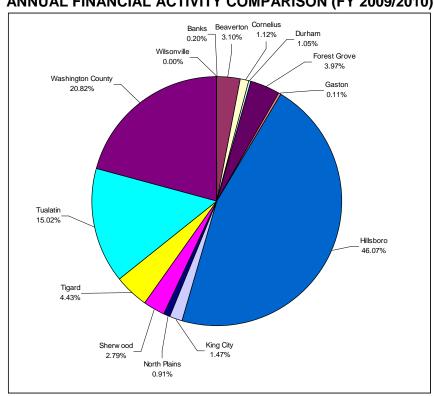
Table II.5 and Figure II.6 below summarize the Transportation Development Tax (TDT) financial activity by jurisdiction during fiscal year 2009/2010. Each jurisdiction in the county is responsible for collecting, monitoring and utilizing the countywide TDT individually.

TABLE II.5
FINANCIAL ACTIVITY BY JURISDICTION

(rounded to nearest dollar)

| | Balance as | | | Balance as | | |
|-------------------|------------|-------------|------------|------------|-------------|-------------|
| | June 30, | | Earnings & | Expenses | FY 2009 / | of June 30, |
| Jurisdiction | 2009 | Receipts | Transfers | & Refunds | 2010 Total | 2010 |
| Banks | 0 | 0 | 0 | 0 | 0 | 0 |
| Beaverton | 0 | \$142,694 | \$340 | \$17,749 | \$125,285 | \$125,285 |
| Cornelius | 0 | \$44,149 | \$1,334 | 0 | \$45,483 | \$45,483 |
| Durham | 0 | \$7,358 | 0 | 0 | \$7,358 | \$7,358 |
| Forest Grove | 0 | \$160,040 | \$346 | 0 | \$160,386 | \$160,386 |
| Gaston | 0 | \$4,280 | 0 | 0 | \$4,280 | \$4,280 |
| Hillsboro | 0 | \$1,895,429 | \$15,629 | \$49,387 | \$1,861,671 | \$1,861,671 |
| King City | 0 | \$59,424 | \$182 | 0 | \$59,606 | \$59,606 |
| North Plains | 0 | \$40,470 | \$128 | \$3,680 | \$36,918 | \$36,918 |
| Sherwood | 0 | \$121,454 | \$247 | \$8,887 | \$112,814 | \$112,814 |
| Tigard | 0 | \$189,502 | 0 | \$10,259 | \$179,243 | \$179,243 |
| Tualatin | 0 | \$607,012 | \$389 | 0 | \$607,401 | \$607,401 |
| Washington County | 0 | \$894,758 | \$6,677 | \$67,951 | \$833,484 | \$833,484 |
| Wilsonville | 0 | 0 | 0 | 0 | 0 | 0 |
| Countywide Total | 0 | \$4,166,572 | \$25,275 | \$157,913 | \$4,033,933 | \$4,033,933 |

FIGURE II.6
ANNUAL FINANCIAL ACTIVITY COMPARISON (FY 2009/2010)



III. PROJECT EXPENDITURES

During fiscal year 2009/2010 no public improvements were constructed using TDT funds.

The TDT project list was developed during 2008, and some listed improvements or parts of listed improvements have been constructed with non-TDT funding since the project list was developed. Over \$19.4 million have been invested in improvements on the project list; all of this revenue has been from other sources than the TDT. The \$19.4 million dollars represents less than 1% of the total TDT eligible project list.

The TDT was developed with a target of providing about 28.0% of the revenue necessary to complete eligible components of the projects on the project list. Completion of these improvements from other sources will allow the TDT, once fully phased in, to cover 28.2% of the TDT project list.

For informational purposes only, an updated SDC Eligible Cost per Person Trip-End from the 2008 Methodology Report is included below (Table III.1). Comparing the new SDC Eligible Costs (\$2,310,373,476) to the Total New Person Trip-Ends (1,666,558); results in an SDC-Eligible Cost per New Person Trip-End of \$1,386 per motor vehicle trip. The phased-in Captured Cost per New Person Trip-End remains at \$391, which would now be 28.2% of the eligible motor vehicle costs.

TABLE III.1 SDC-ELIGIBLE COST PER PERSON TRIP-END

(Including completed projects)

| | | Total New | SDC-Eligible | | Captured |
|-----------------|-----------------|-----------|--------------|--------------|--------------|
| | | ADT | Cost per New | | Cost per New |
| | SDC Eligible | Person | Person | | Person |
| Type of Cost | Costs | Trip-Ends | Trip-End | Capture Rate | Trip-End |
| Motor Vehicle | \$2,310,373,476 | 1,666,558 | \$1,386 | 28.2% | \$391 |
| Transit Cost | \$264,104,676 | 1,666,558 | \$159 | 28.0% | \$44 |
| Compliance Cost | \$5,234,000 | 1,666,558 | \$3 | 100% | \$3 |
| Total | \$2,599,496,517 | | \$1,560 | | \$439 |

Table III.2 below details the TDT project expenditures for TDT-eligible roadway projects on the TDT list. Table III.3 below details the TDT project expenditures for TDT-eligible transit projects on the TDT list.

TABLE III.2 **DETAILED TOT ELIGIBLE PROJECT LIST EXPENDITURES**

| | DETAILED TOT ELIGIBLE PROJECT LIST EXPENDITURES SDC | | | | | | |
|----------------------|---|---|--|-----------------|---|-------------------------------|--|
| Jurisdiction | Road: From / To | Project | Eligible Amount (2008 estimate) | TDT Expended | Expended from Other Sources | Source and Year | |
| Beaverton | Crescent from Hall to Westgate | Extend 2-lane multimodal | \$3,864,000 | \$0 | \$65,237 | TIF 2009/10 | |
| Beaverton | 125 th from Brockman to Hall | Extend 2-lane multimodal | \$15,345,600 | \$0 | \$142,300 | TIF 2009/10 | |
| Cornelius | Cornelius- Schefflin from S. City Limit to Verboot Circle | Add new traffic signals and widen existing lanes | \$5,550,000 | \$0 | \$4,536,627 Plus \$3,860,987 on East-leg (estimated as 45% eligible) | OTIA 3 & MSTIP3 2009/10 | |
| Forest Grove | David Hill E Terminus to HWY47 | Complete 3 lane | \$6,428,075 | \$0 | \$160,024 | MSTIP3b 2009/10 | |
| Forest Grove | Sunset at Willamina | Add Turn lanes and signal | \$1,198,406 | \$0 | \$4,423 from another improvement estimated 2% eligible | MSTIP3 2009/10 | |
| Hillsboro | Witch Hazel Road at River Road | Signalize | \$289,675 | \$0 | \$220,480 | MSTIP3c 2009/10 | |
| Hillsboro | Cornell/Main at 10th | Add lanes | \$3,811,924 | \$0 | \$158,829 | Road Fund 2009/10 | |
| Hillsboro | Brookwood from TV HWY to River Road | Extend as 3 lane | \$15,449,329 | \$0 | \$309,490 | MSTIP3b 2009/10 | |
| Sherwood | Adams Ave South from 1 st & Oregon to Tualatin- Sherwood | Construct 3 lane road | \$9,115,104 | \$0 | \$139,954 | Sherwood 2009/10 | |
| Sherwood | Adams Ave North from Tualatin- Sherwood to 99W | Construct 3 lane road | \$3,244,359 | \$0 | \$257,936 | Sherwood 2009/10 | |
| Sherwood | Oregon St from Railroad Crossing to Murdock Roundabout | Add turn lanes and center median | \$4,171,319 | \$0 | \$24,243 | Sherwood 2009/10 | |
| Sherwood | Pine St from Willamette to Sunset | New Rd extension and widening across railroad track | \$3,808,260 | \$0 | \$50,011 | Sherwood 2009/10 | |
| Washington County | Bethany Blvd at Kaiser | Add turn lanes | \$1,390,440 | \$0 | \$471,744 | TIF 2009/10 | |
| Washington County | 209 th from TV HWY to Farmington | Realign and widen to 3 lanes | \$32,443,592 | \$0 | \$1,928,670 | Road Fund 2009/10 | |
| Washington County | Cornell from Murray to HWY26 | Widen to 5 lanes | \$40,322,750 | \$0 | \$1,181,329 | MSTIP3b 2009/10 | |

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TABLE III.2 **DETAILED TOT ELIGIBLE PROJECT LIST EXPENDITURES**

| 000 | | | | | | | |
|----------------------|---|-------------------------------|---|-----------------|--|--------------------|--|
| Jurisdiction | Road: From / To | Project | SDC Eligible Amount (2008 estimate) | TDT Expended | Non-TDT Expended (eligible for TDT) | Source and Year | |
| Washington County | Kaiser from Bethany to Cornell | Widen to 3 lanes | \$28,735,753 | \$0 | \$91,841 | TIF 2009/10 | |
| Washington County | Tualatin- Sherwood from 99W to Teton | Widen to 5 lanes | \$25,244,862 | \$0 | \$179,829 | TIF 2009/10 | |
| Washington County | 185 th from TV HWY to Farmington | Widen to 5 lanes | \$19,002,675 | \$0 | \$3,318,789 | MSTIP3c 2009/10 | |
| Washington County | Cornelius Pass from Amberwood to TV HWY | Widen to 5 lanes | \$45,421,028 | \$0 | \$2,297,767 | MSTIP3c 2009/10 | |
| Washington County | Tonquin Rd from Grahams Ferry to Oregon St | Realign and widen to standard | \$7,724,665 | \$0 | \$618 from another improvement estimated 1% eligible | MSTIP3 2009/10 | |
| Washington County | Evergreen from East of 25 th to West of 253 rd | Widen to 5 lanes | \$12,408,906 | \$0 | \$75,809 | TIF 2009/10 | |
| Note: 2000/10 imp | | | TOTAL | \$0 | \$19,476,937 | | |

Note: 2009/10 improvements include eligible expenditures made prior to the 2009/10 fiscal year.

TABLE III.3 **DETAILED TOT ELIGIBLE TRANSIT PROJECT LIST EXPENDITURES**

| _ | | | | | | |
|-----------------|--|---|-----------------|---------------------|---|-----------------------|
| Project Name | Project Description | SDC Eligible Amount (2008 estimate) | TDT Expended | Non-TDT Expended | Non-TDT Expended (eligible for TDT)* | Source and Year |
| Bus Stop | | | | - | | |
| Improvements: | TV HWY near-term curb | | | | | |
| TV HWY | and land improvements | \$82,170 | \$0 | \$400,000 | \$219,200 | 2009 |
| Hall & Nimbus | Bus pull-outs and shelters | | | | | |
| Bus Stop | for stops near Washington | | | | | |
| Improvements | Square | \$136,950 | \$0 | \$160,000 | \$87,680 | 2009 |
| Park & Ride Lot | Expand Park & Ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County | | | | | |
| Expansion | employment corridors | \$8,217,000 | \$0 | \$1,000 | \$548 | 2009 |
| • | | TOTAL | \$0 | \$561,000 | \$307,428 | |

^{*}All transit projects were estimated as 54.8% future growth related, therefore the eligible for TDT will be 54.8% of the Non-TDT expended.

IV. ANNUAL REVIEW

Review Requirements

The Countywide Transportation Development Tax (TDT) program requires an annual review. Section 3.17.140 identifies the items the annual review shall include:

- 1. A list of the amount spent on each project funded, in whole or in part, with TDT revenues.
 - No projects were funded with TDT revenues. However, 21 TDT eligible projects were funded from other sources.
- 2. The amount of revenue collected from each jurisdiction.
 - A total of \$4,166,572 in revenue was collected, see figure II.5 above.
- 3. The costs of complying with the System Development Charge provisions (ORS 223.297 to 223.314), and/or other administrative expenses.
 - For fiscal year 2009/2010 TDT administrative expenses countywide were: **\$9,263**. The majority of these expenses were incurred accepting TDT payments via credit card, which facilitated collection.
- 4. The TDT requires that the TIF annual review continue.
 - This is completed as a separate annual report each spring.

Ordinance 729

Ordinance 729 was developed conceptually by the Washington County Coordinating Committee (WCCC), and passed by the Washington County Board of Commissioners (BCC). Ordinance 729 became effective on December 1, 2009. The primary effect of Ordinance 729 was to discount the Transportation Development Tax (TDT) rates during the phase-in period (through June 30, 2012). The Ordinance was passed to account impact that national economic conditions had upon the construction industry. The provisions of Ordinance 729 include:

- Amended section 3.17.080 to specifically identify that TIF credits may be issued to satisfy TDT obligations.
- Establish procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discount rate and the initial rate. A total of \$148,650.43 in refunds were actually issued.
- Established a 20% discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10% discount for charges paid between July 1, 2010 and June 30, 2011 subject to review by the WCCC and the BCC (note WCCC and the BCC conducted this review and elected to continue the discount).
- Established a 5% discount for charges paid between July 1, 2011 and June 30, 2012 subject to review by the WCCC and the BCC the outcome of this review shall be included in the FY 2010/11 annual report.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Phase-in schedule

The Washington County Coordinating Committee and Board of County Commissioners addressed concerns regarding the economic impact the Transportation Development Tax (TDT) rate structure might have on current development activity by establishing a phase-in rate schedule. The phase-in schedule substitutes for the annual index between July 1, 2009 and June 30, 2012. The phase-in schedule accounts for the automatic six percent (6%) annual Traffic Impact Fee increase.

The phase in schedule was adjusted by Ordinance 729, see above.

Construction Cost Index

Although the Construction Cost Index does not go into effect until July 1, 2013, tracking the construction cost index during the phase-in period provides greater information about the history of the index. See Table V.1 on page 14.

Other Issues

During the fall of 2010 County staff has begun working with jurisdictions and the homebuilders to refine the "previous use" definition and administration within the Transportation Development Tax (TDT). The outcome of those discussions shall be reviewed in the 2010/11 annual report.

V. ANNUAL CONSTRUCTION COST ADJUSTMENT

Table V.1
Construction Cost Adjustment

| | | | JJ J.J. | | . • | | | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Year | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 |
| Materials Component (50%) | | | | | | | | |
| Oregon Construction Cost Index ¹ | 164.3 | 171.7 | 161.7 | 205.8 | 248.0 | 240.9 | 243.8 | 220.9 |
| % Annual Change | | 4.5% | -5.8% | 27.3% | 20.5% | -2.9% | 1.2% | -9.4% |
| Ave. 5-year Change | | | | | | 8.7% | 8.1% | 7.3% |
| Labor Component (30%) | | | | | | | | |
| BLS Employment Cost Index ² | 90.1 | 93.5 | 96.7 | 100 | 103.6 | 107.6 | 110.9 | 111.7 |
| % Annual Change | | 3.8% | 3.4% | 3.4% | 3.6% | 3.9% | 3.1% | 0.7% |
| Ave. 5-year Change | | | | | | 3.6% | 3.5% | 2.9% |
| Right-of-Way Component (20%) | | | | | | | | |
| Ave. Total Real Market Value ³ | \$270,176 | \$279,865 | \$308,772 | \$315,784 | \$342,179 | \$399,958 | \$435,632 | \$409,972 |
| % Annual Change | | 3.6% | 10.3% | 2.3% | 8.4% | 16.9% | 8.9% | -5.9% |
| Ave. 5-year Change | | | | | | 8.3% | 9.4% | 6.1% |
| Weighted Average Index⁴ | | | | | | 7.1% | 6.9% | 5.8% |

Foot Notes:

- 1. Construction Cost Trends, Composite Index (Oregon Dept of Transportation
- 2. March 2001 December 2007 Table 5. Employment Cost Index for Total Compensation, for private industry workers by occupational group and industry, construction group (Bureau of Labor Statistics).
- 3. Calculated as: (Total Real Market Value) / (Total Property Accounts Personal Property Accounts Public Utility Accounts). Source: Annual Summary of Assessment & Tax Roll, Total Value on the Tax Role and Total Taxes Extended on the Roll tables (Washington County Dept. of Assessment & Taxation).
- 4. Weighted Avg. = ((Materials % Ave Annual 5-year Change x 0.5) + (Labor % Ave Annual 5-year Change x 0.3) + (Right-of-Way % Ave Annual 5-year Change x 0.2)).

Note:

The Annual Construction Cost Adjustment is reported for informational purposes only. The Transportation Development Tax (TDT) rates are based on the established phase-in schedule through June 30, 2012.