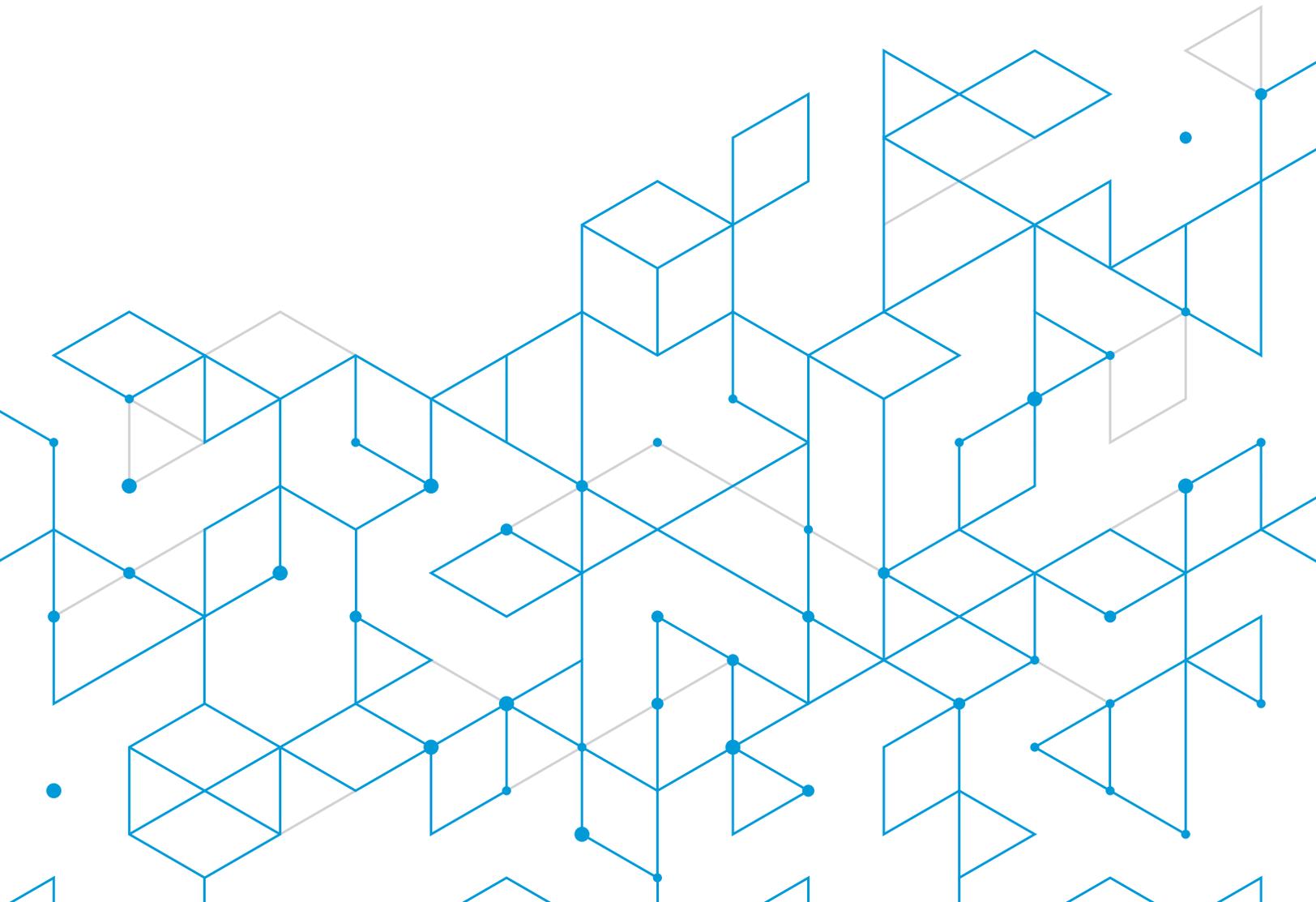




Department of
Land Use & Transportation

Transportation Development Tax Code Language





Transportation Development Tax Code Language

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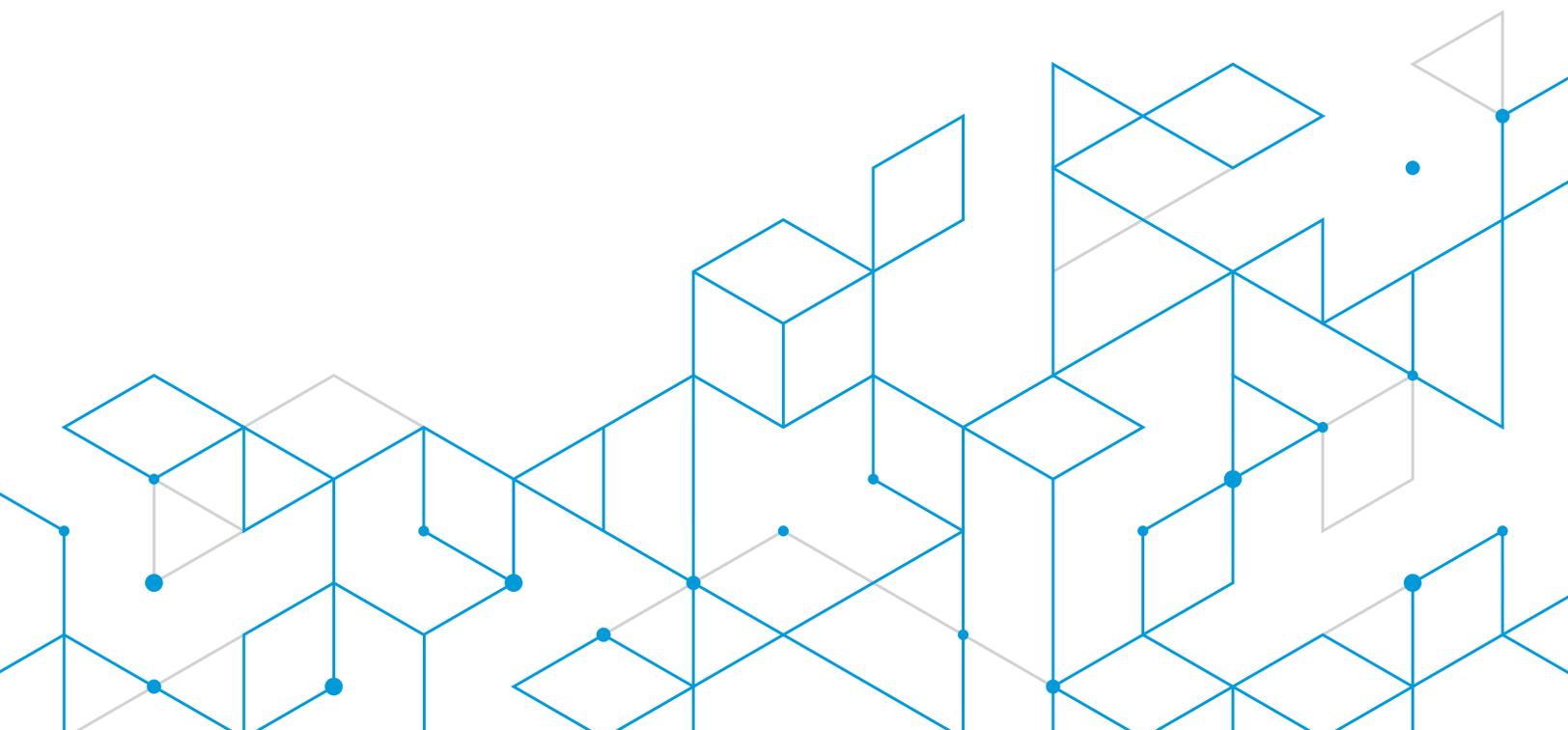
TDT Code Language

Appendix A: Methodology Report

Appendix B: TDT Rate Schedule (FY21–22)

Appendix C: TDT Project List (amended 12/01/20)

Appendix D: Weighted Average Inflation Index



Washington County Transportation Development Tax Code*
Exhibit 'A' to A-Engrossed Ordinance 691
as Modified by Ordinances 729, 741, 746-A, 751 and 793-A
Effective October 1, 2014

Chapter 3.17 Transportation Development Tax

3.17.010 Short Title.

This chapter shall be known, and may be pleaded as, the Washington County transportation development tax ordinance.

3.17.020 Purpose and Scope.

- A. This tax is adopted to ensure that new development contributes to extra capacity transportation improvements needed to accommodate additional vehicle traffic and demand for transit facilities generated by such development.
- B. This tax shall provide funds for extra capacity improvements to county and city arterials, certain collectors, certain state facilities, and transit facilities, as listed in the Capital Improvements Project List, attached hereto as Appendix C. The tax applies throughout the county, including within incorporated cities.
- C. This ordinance is intended to adopt a countywide tax that complies with the provisions of ORS 223.297-223-314. Any reference to SDCs or System Development Charges in this ordinance, its exhibits or appendices, shall be deemed to refer to both the TDT, and to the equivalent provision under the above-cited statutes, unless the context requires otherwise.

3.17.030 Definitions.

As used in this chapter unless the context requires otherwise:

- A. "Applicant" means the person seeking to obtain a building permit.
- B. "Application" means an application for a building permit.
- C. "Arterial" means a roadway or street that has the functional classification of "arterial" in a city or county comprehensive plan or transportation plan.
- D. "Board" means the Board of County Commissioners of Washington County, Oregon.
- E. "Building official" means that person, or his designee, licensed by the state and designated as such to administer the State Structural Specialty Code for the county or city.
- F. "Building permit" means that permit issued by the county or city building official pursuant to the International Building Code. In addition, "building permit" means the mobile home placement permit issued by the Director, or his representative, on a form approved by the Department of Commerce of the state and relating to the placement of mobile homes in the county. For those uses for which no building permit is provided, the final approval granted by

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the jurisdiction approving the use shall be deemed a building permit for purposes of this chapter.

- G. "City" means each incorporated city within the boundaries of the county.
- H. "City Council" means the governing body of each incorporated city having jurisdiction over property within the boundaries of the county.
- I. "Collector" means a roadway or street that has the functional classification of "collector" in a city or county comprehensive plan or transportation plan.
- J. "Comprehensive plan" means the comprehensive plan, transportation plan, capital improvements plan, public facilities plan or equivalent plan adopted by ordinance by the applicable jurisdiction.
- K. "Condition of Development Approval" means any requirement imposed on an applicant by a county or city land use or limited land use decision, or site plan approval.
- L. "Construction cost index" means the adjustment to the TDT calculated as set forth in section 3.17.050F and Appendix D.
- M. "Contiguous" means that a property and an improvement or portion thereof share a common boundary line. Determination of what is contiguous shall include the area of all property subject to the development approval. The boundary lines and area of an improvement shall be determined by the right of way and easement areas for the improvement. In addition, multiple properties under common ownership separated by one or more of the following: common area, non-motorized vehicle or pedestrian way, creek, wetland, park, or similar areas; shall be deemed to include the boundary of such additional area in their boundary line, up to 100 feet between the properties at the boundary with the improvement. Any portion of an improvement that is located beyond the frontage of a property, as determined by the extension of boundary lines perpendicular to the frontage of the property, shall not be contiguous to that property. An intersection improvement shall be deemed contiguous to all property with frontage on the intersection, or that touches the intersection at a point.
- N. "County" means Washington County, Oregon.
- O. "Credit" means the amount by which an applicant may be able to reduce the TDT as provided in this Ordinance.
- P. "Department" means the County Department of Land Use and Transportation, or, in those cities that have opted to collect and administer this tax, the department charged with those duties.
- Q. "Development" means any man-made change to improved or unimproved real estate, including a building or other land construction, or making a physical change in the use of a structure or land, in a manner that increases the usage of transportation capital improvements or which may contribute to the need for additional or enlarged transportation capital facilities as determined in this chapter. "Development" includes "New Development".

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- R. "Director" means the director of the Department of Land Use and Transportation, or in those cities that have opted to collect and administer this tax, the person designated by the city to so act.
- S. "Extra capacity facilities or improvements" means those transit, arterial and collector improvements that are necessary in the interest of public health, safety and welfare to increase traffic capacity to address new development. Such improvements include, but are not limited to, signalization, channelization, widening, drainage work, pedestrian safety, lighting, acquisition of right-of-way and necessary easements, street extensions, railroad crossing protective devices, bridges and bike paths, and transit.
- T. "Improvement Fee" means an SDC for costs associated with capital improvements to be constructed after the effective date of this Ordinance.
- U. "ITE Trip Generation Manual" means that publication entitled "Trip Generation, 7th Edition" (2001) published by the Institute of Transportation Engineers.
- V. "Minimum Standard Facility" for roads means facilities to meet the adopted standards for a local public street or road applicable in the location of the subject development. For transit, "minimum standard facility" means the capital facilities necessary to provide standard transit service.
- W. "New Development" means development for which a Building permit is required, and which occurs on or after the effective date of this Ordinance.
- X. "Occupancy permit" means the occupancy permit provided for in the International Building Code or other ordinance of the applicable jurisdiction. If no occupancy permit is provided for a particular use, the final inspection and approval shall serve as the occupancy permit.
- Y. "Over-capacity" means that portion of an improvement that is built larger or with greater capacity than is necessary to serve the applicant's new development or mitigate for transportation system impacts attributable to the applicant's new development.
- Z. "Permit" means a Building Permit.
- AA. "Previous use" means 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. 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.
- AB. "Proposed use," means the use proposed by the applicant for the new development. Where the applicant proposes several different uses (mixed use) for the new development then, for purposes of this Chapter, all of the specific use categories shall be considered. Where the proposed use is composed of a primary use with one or more ancillary uses that support the primary proposed use and are owned and operated in common, that primary use shall be deemed to be the sole proposed use of the property.

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- AC. "Qualified Public Improvement" means any transportation system capital facility or conveyance of an interest in real property that increases the capacity of the county or city transportation system, and is:
1. Required as a condition of development approval;
 2. Identified in the Washington County Transportation TDT Capital Improvement Projects List; and
 3. (a) Not located on or contiguous to property that is the subject of development approval, or (b) located on or contiguous to property that is the subject of development approval and, in the opinion of the Director, is required to be built larger or with greater capacity (overcapacity) than is necessary for the applicant's new development or to mitigate for transportation system impacts attributable to the applicant's new development.
- AD. "Reimbursement charge" means an SDC for costs associated with capital facilities that have already been constructed which have been determined to have capacity available to serve new development.
- AE. "Road" means a county road, city street, or state highway.
- AF. "Transportation Development Tax Capital Improvement Projects List" or "Project List" means the program set forth in the Appendix C attached hereto that identifies facility improvements projected to be funded with transportation TDT revenues, and includes the estimated cost, timing, and percentage of costs eligible for funding from TDT revenues for each project.
- AG. "TDT Methodology Report" means the report entitled "Washington County Transportation System Development Tax Methodology Report", dated August 2008, attached hereto as Appendix A.
- AH. "Temporary construction facility" means those facilities needed on an interim basis for construction of specific uses, structures or road improvements, and which are intended to be discontinued when construction is complete. Such facilities include, but are not limited to, accessory construction structures, staging areas, parking, and park-and-ride lots in conjunction with construction of a facility.
- AI. "Temporary use" means a use or structure on improved or unimproved real estate which is of impermanent nature, and is used for less than ninety days in a calendar year.
- AJ. "Transportation Development Tax" or "TDT" means a reimbursement charge, an improvement charge or a combination thereof assessed or collected at the time of increased usage of transportation capital facilities or issuance of a development permit or building permit. "TDT" also means the tax imposed under this chapter.

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3.17.040 Imposition and Exceptions.

- A. A transportation development tax is imposed on all development in the county, including inside cities, as provided for herein. The amount of the tax shall be calculated according to section 3.17.050.
1. Except as otherwise provided in this Chapter, a TDT shall be imposed upon all Development for which an Application is filed, or was required to be filed, after the effective date of this ordinance, and for which a building permit is issued.
 2. The Applicant shall at the time of Application provide the information requested on a TDT application form regarding the proposed use(s) and the previous use (if any), of the property, including the following:
 - a. A description of each of the previous and proposed uses for the property for which the Permit is being sought with sufficient detail to allow calculation of trip generation for the entire property under the previous use and for the proposed use(s) of the Development.
 - b. For residential uses, the number of residential dwellings, including type (i.e., single family, multi-family, manufactured housing, etc.).
 - c. For non-residential uses, the number of units (i.e., number of square feet, students, movie screens, vehicle fueling positions, beds, etc.) for the land use as listed in Appendix B (i.e., office, shopping center, etc.) included in the Development.
- B. The uses listed and described in this subsection are exempt, either partially or fully, from payment of the TDT. Any Applicant seeking an exemption under this Section shall request that exemption, in writing, no later than the time of application for the Building Permit. Where Development consists of only part of one or more of the uses described in this Section, only that/those portion(s) of the Development that qualify under this Section are eligible for an exemption. The balance of the Development that does not qualify for any exemption under this Section shall be subject to the full TDT.
1. Remodeling or replacement of existing structures (including mobile homes) except to the extent that the remodeling or replacement creates demands on the transportation system greater than those of the existing use of the property;
 2. Temporary uses which do not exceed ninety days in a calendar year;
 3. Temporary construction facilities as determined by the Director;
 4. A transit improvement which has the impact of removing vehicle trips or reducing vehicle miles of travel on the county's major roadway system, as approved by the Director;
 5. Construction, remodeling or expansion of federal or state facilities and uses otherwise exempt from taxation by counties;

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6. Relocation due to government acquisition of the entire previous use as part of a project listed in Appendix C, to the extent the use at the new site does not exceed the size or impact of the previous use. Any additional size or impact shall be subject to the tax.

3.17.050 Amount.

- A. Except as otherwise provided in this Chapter, the amount of the TDT due shall be calculated by: 1) determining the category of the proposed use from the list in Appendix B; 2) determining the TDT rate per unit for that use in Appendix B; and 3) determining the number of units for the proposed use. The TDT rate per unit, multiplied by the number of units for the use, shall be the TDT charge.
- B. For new development for which a previous use existed on the property, the amount of the TDT due shall be determined by calculating the TDT of the previous use(s) on the property and subtracting that sum from the TDT for all of the proposed use(s) as provided in Paragraph A above. Except as provided for in subsection C of this section, the proposed use and the previous use shall be determined based on the rates listed in Appendix B.
- C. In the event the Director determines that a particular use does not have a basis for TDT calculation stated in Appendix B the Director shall either:
 1. Determine the TDT based on the use listed in Appendix B most similar in trip generation; or
 2. At the election (and expense) of the applicant, consider an alternate TDT based on a traffic study to estimate the weekday average person trip generation of a same or similar use verified by a registered traffic engineer. In the event an alternate TDT is utilized, the Director may make such adjustments as deemed applicable in consideration of location, size and other appropriate factors.
 - a. The applicant's traffic study methodology must be consistent with Appendix A and follow standard professional traffic engineering practice.
 - b. The applicant's study must provide complete and detailed documentation, including verifiable data. Supporting documentation must rely upon generally accepted sampling methods, sources of information, demographics, growth projections, and techniques of analysis.
 - c. The TDT shall be determined according to the methodology set forth in Appendix A, applied to the trip generation determined by the traffic study.
 3. If all of the above criteria are not met, the Director shall provide the Applicant a written decision explaining the basis for rejecting the proposed study, and shall determine the TDT according to subsection C.1 above.
- D. It is recognized that single structures may include more than one use. In such event the Director for purposes of establishing the TDT shall proportion the uses accordingly.
- E. The tax rates per unit for each land use set forth in Appendix B to this Ordinance shall on July 1 of each succeeding year be adjusted automatically based on a five-year moving

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average of the TDT index described in Appendix D. A final product ending in \$0.49 or less shall be rounded down to the nearest dollar, \$0.50 or more up to the next dollar. The TDT index shall be calculated based on a combination of the following indices:

1. The National Highway Construction Cost Index reflecting the cost of materials (weighted 50%),
2. The U.S. Bureau of Labor Statistics Employment Cost Index for Private Industry Workers, by Occupational Group and Industry, Construction Group reflecting the cost of labor (weighted 30%), and;
3. The average annual change in total real market value of Washington County real property as estimated from data published by the Washington County Department of Assessment and Taxation reflecting the cost of right-of-way (weighted 20%).

In the event the above index factors use a different base year (i.e., calendar year or fiscal year), the most recent year with complete data shall be used. In the event any of the index factors set forth in this section and Appendix D are no longer available, the Board may by Resolution and Order adopt a replacement index factor that meets the requirements of ORS 223.304(8) for the same type of cost information.

- F. Beginning April 1, 2013, and not later than April 1 of each succeeding year, the Director shall calculate the index adjustment as provided in the section for the preceding five-year period. In the event the TDT rates in Ordinance 691-A Engrossed, as adjusted by this index calculation, are greater than the TDT rates set forth in Appendix A to his Ordinance, then the lower set of TDT rates shall apply as provided in subsection H below. In the event the TDT rates in Ordinance 691-A Engrossed, as adjusted by this index calculation, are less than the TDT rates set forth in Appendix A to his Ordinance, then the lower set of TDT rates shall apply as provided in subsection H below. This subsection G shall apply only for the duration of the revised rate phase-in.
- G. The Board of Commissioners of the County shall implement the adjustment annually by resolution and order adopted by May 1 of each year, to take effect on July 1 of that year, including a revised rate table showing adjusted rates for all land uses. In no event shall there be an increase of over ten percent (10%) per year.
- H. Washington County shall promptly notify each city in writing of the increase or decrease. The adjustment to the dollar amount as described above shall apply to all building permit applications accepted for review on or after July 1, by the county or city having jurisdiction over the development.

3.17.060 Payment.

- A. Unless deferred, the tax imposed is due and payable at the time of issuance of a building permit by the county or city. Except as otherwise provided in this chapter, no building permit shall be issued for a development subject to this tax unless the tax is first paid in full.
- B. Notwithstanding subsection A of this section, in those cases where the amount due exceeds the amount of TDT on a single family detached residence (ITE Code 210), the applicant may request a payment deferral. The request must be made in writing to the Director no later

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than the time of application for a building permit. The Director shall grant deferral of the transportation development tax, however, any deferred charge shall be paid in full prior to the issuance of an occupancy permit. The amount of TDT due on deferred obligations shall be the amount in effect at the time of issuance of the building permit. Deferred TDT obligations shall not be eligible for internal financing or bancrofting as provided in subsection C unless so requested at the time of application for deferral.

- C. Any TDT may be eligible for internal financing or a bancrofting agreement pursuant to ORS 223.205 through 223.785, the Bancroft Bonding Act or any adopted city process. Any installment or bancroft agreement provided by this section shall have an interest rate as determined, at the time of the application, by the chief county or city financial officer and in recognition of the then current market rates and costs associated with the administration of such agreements. Applications for an agreement, as provided in this chapter, must be made at the time of building permit application, or occupancy permit if permitted pursuant to subsection B of this section. No applications made subsequent to issuance of the building permit, or occupancy permit if allowed by subsection B of this section, shall be considered. Any TDT using a financing agreement may be filed as a lien pursuant to ORS 223.230 or applicable city provision.
- D. Any application to defer TDT to occupancy, or for a Bancroft or similar financing agreement allowed in this section, shall be signed by the owner of the subject real property, in addition to the application. The Director may prescribe a form of application for deferral, and a form for any notice required by this subsection. The application for deferral to occupancy shall require the following conditions for approving deferral:
 - 1. Agreement by the applicant and owner to provide written notice to any prospective purchaser or tenant that TDT has not been paid but is deferred to occupancy;
 - 2. A statement from the applicant and owner of the proposed use of the property. This proposed use information shall not be binding on the application, owner, the County or City in assessing the TDT.

3.17.070 Credit.

An applicant for a building permit, or occupancy permit if deferral has been granted, shall be entitled to a credit against the tax for constructing eligible capital improvements as defined in this section. Credit eligibility shall be determined by the Director.

- A. A transportation capital improvement constructed on a public road or transit facility, and accepted by the jurisdiction operating the facility, is eligible for credit provided it meets all the following criteria, and the requirements of either 3.17.070(B) or (C):
 - 1. The Director determines that the timing, location, design and scope of the improvement is consistent with and furthers the objectives of the capital improvement program of the jurisdiction issuing the credit.
 - 2. The improvement is required to fulfill a condition of development approval issued by the jurisdiction with land use decision making authority.

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3. The improvement must provide additional capacity to meet future transportation needs, or be constructed to address an existing safety hazard. Improvements to mitigate a safety hazard created primarily by the development are not eligible.
 4. Improvements which primarily function as access to a private street, driveway or development parcel are not eligible.
 5. The applicant shall have the burden of demonstrating in its application for credit that a particular improvement qualifies for credit.
 6. Improvements, including travel lanes and bike lanes, must be at ultimate alignment, line and grade.
 7. New roads are eligible projects as long as they meet the remaining project eligibility criteria. An existing dirt or gravel road is deemed new if its daily traffic volume is below two hundred vehicles per day.
 8. Bike lanes are eligible if required pursuant to applicable street or road standards.
 9. No credit shall be granted for utility relocation except for that portion which otherwise would have been the legal obligation of the jurisdiction pursuant to a franchise, easement or similar relationship.
 10. No credit shall be granted for minor realignments not designated on the comprehensive plan.
 11. No more than 13.5 percent of the total eligible construction cost shall be creditable for survey, engineering, and inspection.
 12. No credits shall be granted for storm sewer improvements that are also eligible for stormwater SDC credits.
- B. The Director shall provide credit for the documented, reasonable cost of construction of all or part of a qualified public improvement listed in Appendix C, based on the following criteria:
1. Transportation improvements located neither on nor contiguous to the property that is the subject of development approval shall be eligible for full credit.
 2. Transportation improvements located on or contiguous to the property that is the subject of development approval, and required to be built larger, or with greater capacity than is necessary for the particular development project shall be eligible. Credit for these improvements may be granted only for the cost of that portion of the improvement that a) exceeds the local government's minimum standard facility size; or b) exceeds the capacity needed to serve the particular development project or property.
 3. Road right-of-way required to be dedicated pursuant to the applicable comprehensive plan or development conditions is eligible as follows:

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- a. To the extent an improvement is located neither on nor contiguous to the property that is the subject of development approval, the reasonable market value of land purchased by the applicant from a third party and necessary to complete that improvement is creditable.
 - b. Road right-of-way located on or contiguous to the property that is the subject of development approval shall be eligible for credit to the extent necessary to construct the facility in excess of the local government's minimum standard facility needed to serve the particular development project or property. Credit for such right of way shall be allowed based on market value as determined by the county tax records.
- C. The Director shall provide credit for a transportation capital improvement to a facility that is not a qualified public improvement. Such improvements shall be eligible for credit for a portion of the cost of the improvement as follows:
1. The improvement was made to a roadway designated as an arterial or collector in the adopted transportation plan of the county or city issuing the credit.
 2. Transportation improvements located neither on nor contiguous to the property that is the subject of development approval shall be eligible for 75% credit for arterials, and 50% for collectors.
 3. Transportation improvements located on or contiguous to the property that is the subject of development approval, and required to be built larger, or with greater capacity than is necessary for the particular development project shall be eligible for 75% credit for arterials, and 50% for collectors. Such credit may be granted only for the cost of that portion of the improvement that exceeds the local government's minimum standard facility size or capacity needed to serve the particular development project or property.
 4. The county or city governing body may adopt a list of "high priority collectors" within its jurisdiction. Upon adoption of such a list, improvements to the designated high priority collectors shall be eligible for a total credit of 75% of the costs otherwise allowed under this subsection. Placement of a collector on a high priority list is for credit purposes only, does not amend the Project List, and does not authorize expenditure of TDT funds for that facility.
 5. Road right-of-way required to be dedicated pursuant to the applicable comprehensive plan or development conditions is not creditable. The reasonable market value of land purchased by the applicant from a third party and necessary to complete an improvement under section 3.17.070C2 is creditable. Credit for right of way acquired from a third party shall be for the portion of the improvement for which credit is allowed, and for the percent of costs eligible for credit.

3.17.080 Credit Application and Administration.

- A. All requests for credit vouchers must be in writing and filed with the Director not more than ninety days after acceptance of the improvement. Improvement acceptance shall be in accordance with the practices, procedures and standards of the applicable jurisdiction. The amount of any credit shall be determined by the Director and based upon the subject improvement contract documents, and other appropriate information, provided by the

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applicant for the credit. In the request, the Applicant must identify the improvement(s) for which credit is sought and explain how the improvement(s) meet the requirements of this section. The Applicant shall also document, with credible evidence, the value of the improvement(s) for which credit is sought. If, in the Director's opinion, the improvement(s) meets the requirements of this section and the Director concurs with the proposed value of the improvement(s), a TDT Credit shall be granted for the eligible amount. The value of the TDT Credits under this Section shall be determined by the Director based on the actual cost of construction and right of way, as applicable, as verified by receipts and other credible evidence submitted by the Applicant. Upon a finding by the Director that the contract amounts, including payments for right of way, exceed prevailing market rates for a similar project, the credit shall be based upon market rates.

- B. The Director shall respond to the Applicant's request in writing within 30 days of receipt of a technically complete request. The Director shall provide a written explanation of the decision on the TDT Credit request.
- C. Upon approval, the Director shall provide the applicant with a credit voucher, on a form provided by the department. The original of the credit voucher shall be retained by the department. The credit voucher shall state a dollar amount that may be applied against any TDT imposed against the subject property. In no event shall a subject property be entitled to redeem credit vouchers in excess of the TDT imposed. Credits are limited to the amount of the charge attributable to the development of the specific lot or parcel for which the credit is sought and shall not be a basis for any refund.
- D. A credit shall have no cash or monetary value. A credit shall only apply against the TDT and its only value is to be used to reduce the TDT otherwise due, subject to all conditions, limitations, and requirements of this chapter.
- E. When issued by the Director, a credit shall be the personal property of the applicant. Credits shall remain the personal property of the applicant unless transferred by the applicant or its authorized agent as transferor. Any person claiming the right to redeem a credit shall have the burden of demonstrating that any credit issued to another person has been transferred to him or her.
- F. Credits shall be apportioned against the property that was subject to the requirement to construct an improvement eligible for credit. Unless otherwise requested by the applicant, apportionment against lots or parcels constituting the property shall be proportional to anticipated average weekday trips generated by the respective lots or parcels. Upon written application to the Director, however, credits shall be reapportioned from any lot or parcel to any other lot or parcel within the confines of the property originally eligible for the credit. In the case of multi-phase development, excess credit generated in one phase may be applied to reduce the TDT in subsequent phases of the original development project. Reapportionment shall be noted on the original credit voucher retained by the department.
- G. Credits may be reassigned from a property to another property if all the following conditions are met.
 - 1. A request for reassignment of a credit voucher must be made in writing to the Director signed by the person who owns the credit. The request for reassignment of a credit

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voucher shall contain all the information necessary to establish that such a reassignment is allowable under this subsection. The burden of proof that a reassignment is allowable is on the applicant. The Director shall respond in writing to the applicant's request for reassignment within 30 days of receipt of the request.

2. A credit voucher may not be reassigned to a property within any jurisdiction other than the jurisdiction issuing the initial credit unless the transfer is authorized by both the issuing Director and the Director receiving the credit. The transfer may be reassigned only upon a finding by both directors that development of the property using the credit would have similar specific transportation impacts to the same transportation facility or local area as the property development that generated the credit.
 3. Credits may be reassigned within a single jurisdiction if the Director determines that either:
 - a. the lot or parcel that is to receive the credit is adjacent to and served by the transportation improvements that generated the credits, or
 - b. the development on property receiving the credit would have impacts and traffic patterns affecting substantially the same facilities as the property that generated the credit.
 4. When a credit voucher or portion of a credit voucher is reassigned a notation shall be placed on the initial credit voucher that a reassignment has been made. The amount reassigned shall be deducted from the credit voucher.
 5. When a reassignment occurs a new credit voucher shall be issued for the reassigned credit amount.
 - a. The new credit voucher shall note the property to which the initial credit was assigned, subsequent reassignments shall also note the property to which the initial credit was assigned.
 - b. The new credit voucher shall note the credit voucher number from which it was reassigned, if multiple reassignments occur each credit voucher number shall be noted.
 - c. The new credit voucher shall have the same expiration date as the initial credit voucher.
 - d. Apportionment against lots or parcels constituting the property to which a reassignment has been made is allowed as described in subsection F of this section.
 6. A reassigned credit voucher shall follow all rules regarding redemption of credits.
 7. The County or City may charge a fee for administering the reassignment of credits.
- H. Any credit must be redeemed not later than the issuance of the building permit or, if deferral was permitted pursuant to Section 3.17.060, issuance of the occupancy permit. The

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applicant is responsible for presentation of any credit prior to issuance of the building or occupancy permit. Except as provided in Section 3.17.110, under no circumstances shall any credit redemption be considered after issuance of a building permit or, if deferral was granted, issuance of an occupancy permit.

- I. Credit vouchers shall expire on the date ten years after the acceptance of the applicable improvement by the appropriate jurisdiction. No extension of this deadline shall be granted.
- J. Upon annexation, credits previously issued by the county shall be honored by the jurisdiction collecting the tax provided they are redeemed timely.
- K. TIF credits shall be valid to satisfy TDT obligations, subject to the original credit expiration date.

3.17.090 Dedicated fund.

The county and each city shall create a dedicated fund entitled "transportation development tax fund," herein "fund." All moneys derived from this tax shall be placed in the fund. TDT revenue, including interest on the fund, shall be used for no purpose other than those activities described as, or for the benefit of, extra capacity facilities as defined herein.

3.17.100 Use of TDT Revenues.

- A. Any capital improvement being funded wholly or in part with revenues from this Transportation Development Tax shall be included in the TDT Capital Improvement Projects List, adopted as Appendix C to this Ordinance, and shall include, for each project, the estimated cost, timing and percentage of costs eligible to be funded with revenues from the TDT. The TDT Capital Improvement Projects List may be modified at any time by resolution and order of the Board of County Commissioners.
- B. TDT revenues may be used for purposes that include, but are not limited to, the following, for any project on the Projects List:
 - 1. design and construction plan preparation;
 - 2. permitting;
 - 3. land and materials acquisition, including any costs of acquisition or condemnation;
 - 4. construction of transportation capital improvements;
 - 5. design and construction of new streets, transit facilities, sanitary sewers, drainage facilities, or other public improvements required by the construction of transportation capital improvements;
 - 6. relocating utilities required by the construction of improvements, for which the city or county is legally obligated to pay under easement, franchise or law;
 - 7. landscaping required or designed as part of the project;
 - 8. construction management and inspection;

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9. surveying, soils and material testing;
 10. acquisition of capital equipment that is an intrinsic part of a facility;
 11. demolition that is part of the construction of any of the improvements on this list;
 12. payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the county to provide money to construct or acquire transportation facilities.
- C. TDT revenue may be spent for direct costs of complying with the provisions of ORS 223.297 to 223.314, including the consulting, legal, and administrative costs required for developing and updating the system development charges methodologies and capital improvement project list, and the costs of collecting and accounting for system development charges expenditures.
- D. Money on deposit in the TDT fund shall not be used for:
1. any expenditure that would be classified as a maintenance or repair expense; or
 2. costs associated with the construction of administrative office facilities that are more than an incidental part of other capital improvements.
- E. TDT revenues shall be spent on improvements within the boundaries of the jurisdiction in which the tax was collected, and for improvements outside the boundaries but which directly benefit the jurisdiction. In those cities which have not opted to administer this tax, taxes collected by the county associated with building permits issued by the cities shall be spent only on projects on the Project List within or directly benefiting the city until such time as the county certifies that all extra capacity needs on such projects have been assured. Upon certification, the county may spend the funds on any project on the Project List.

3.17.110 Refunds.

Refunds of the TDT may be made upon initiation of the Director or upon written application filed with the Director. Refunds shall be allowed upon a finding by the Director that there was clerical error in the calculation of the TDT. Refunds shall be allowed for failure to redeem a credit voucher or offset provided the claim for refund is in writing and actually received by the appropriate jurisdiction within thirty days of the date of issuance of the building permit or occupancy permit if deferral was granted. No refund shall be granted for any reason other than those expressly provided for herein.

3.17.120 Administration.

- A. Except as provided in subsection B below, proof of payment of the TDT to the county or city shall be required prior to issuance of a building permit or occupancy permit if deferred, for any development in the county, including any incorporated city.
- B. Each city shall be entitled to collect the tax and administer this chapter within its city limits provided it files with the Board of County Commissioners a resolution or ordinance approved by the city council and containing the following:

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1. Agreement to administer the tax in full compliance with its terms;
 2. Acceptance of full and sole responsibility for proper administration in accordance with this chapter, including for any fund deficiencies notwithstanding termination;
 3. A provision for ninety days' written notice of termination by city and an agreement to transition administration to the county in a reasonable and good faith manner;
 4. Adoption of an intergovernmental agreement including the above terms, and such other terms to which the parties mutually agree.
- C. Upon filing the ordinance or resolution, and execution of the intergovernmental agreement, the city shall be entitled to retain one hundred percent of all tax revenues it collects to be used pursuant to this chapter.

3.17.130 Collection.

- A. Notwithstanding issuance of a building or occupancy permit without payment, the TDT tax liability shall survive and be a personal obligation of the permittee.
- B. Intentional failure to pay the tax within sixty days of the due date shall result in a penalty equal to fifty percent of the tax. Interest shall accrue from the sixty-day point at the legal rate established by statute.
- C. In addition to an action at law and any statutory rights, the jurisdiction due the tax may:
1. Refuse to issue any permits of any kind to the delinquent party for any development;
 2. Refuse to honor any credits held by the delinquent party for any development;
 3. Condition any development approval of the delinquent party on payment in full, including penalties and interest;
 4. Revoke any previous deferrals issued to the delinquent party, in which case the amount immediately shall be due, and refuse to issue any new deferrals;
 5. Withdraw the amount due, including penalties and interest, from any offset account held by the jurisdiction for the delinquent party.
- D. For purposes of this section, delinquent party shall include any person controlling a delinquent corporate permittee, including but not limited to any partnership, limited liability company or joint venture and, conversely, any corporation or entity controlled by a delinquent individual permittee.
- E. The Director is authorized to take the following actions with respect to TDT taxes, penalties, and interest:
1. To take any action described in this section to collect and enforce the tax, penalties, and interest.

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2. To initiate legal action or exercise any other statutory right to collect any delinquent tax, penalties and interest under this chapter upon approval of the Board of Commissioners or City Council, as applicable, or in accordance with any general county of city collection policy.
3. If the Director and the county or city attorney for the entity administering the tax, determine that the delinquent taxes for any development are for any reason wholly uncollectible, the director and attorney may request, in writing, of the governing body for an order directing that the taxes be cancelled. The governing body, when so requested, may in its discretion order and direct the Director to cancel such uncollectible TDT taxes. The order shall be entered in the records of the county or city, as applicable.

3.17.140 Annual review.

- A. The county and each city administering the tax shall provide an annual accounting and review of the transportation development tax. This annual report shall be completed by January 1 of each year, and account for the previous fiscal year. The annual accounting shall include:
 1. A list of the amount spent on each project funded, in whole or in part, with TDT revenues;
 2. The amount of revenue collected from jurisdictions TDT;
 3. The costs of complying with the System Development Charge provisions (ORS 223.297 to 223.314, as described in ORS 223.307) and/or other administrative expenses; and
 4. The annual accounting for fiscal years 2009 and beyond shall also include the amount of Traffic Impact Fee revenue collected, and Traffic Impact Fee revenue spent. Traffic Impact Fee funds shall be accounted for separately from the Transportation Development Tax funds.
- B. Each city administering the TDT shall deliver a copy of its annual accounting report to the county, and the county shall prepare a summary report including city and county information.
- C. This review shall consider whether additional tax revenues should be generated to provide extra capacity improvements needed to address new development and ensure that revenues due not exceed identified demands. In so doing, the county shall consider:
 1. Construction of facilities by federal, state or other revenue sources;
 2. Receipt of unanticipated funds from other sources for construction of facilities;
 3. New information provided by the Institute of Transportation Engineers adjusting trip rates; and
 4. The impact of credits.

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- D. Upon completion of this review the county shall consider such amendments, including adjustment to the tax imposed herein, as are necessary to address changing conditions.

3.17.150 Review of Decisions; Appeals.

A. Review of Expenditures.

1. Any citizen or other interested person may challenge an expenditure of TDT revenues as being in violation of this chapter provided a written petition for review is filed with the Board of Commissioners of the County within two years of the expenditure. The petition shall identify with reasonable certainty the expenditure, the relevant facts and the specific provision alleged to have been violated.
2. The Board shall order an investigation and direct that within sixty days of receipt of the petition a written report be filed recommending appropriate action. Within thirty days of receipt of the report, the Board shall conduct a hearing to determine whether the expenditure was proper. At least ten days notice of the hearing, including a copy of the report, shall be mailed to the petitioner. Petitioner shall have a reasonable opportunity to present his or her position at the hearing.
3. The Board may adopt rules of procedure governing the hearing including that the hearing may be continued if necessary to further address the issues.
4. The petitioner shall have the burden of proof. Evidence and argument shall be limited to grounds specified in the petition. The Board shall issue a written decision stating the basis for its conclusion and directing appropriate action be taken.
5. Review of the Board decision shall be as provided in ORS 34.010 to 34.100.
6. For purposes of this section, "city council" shall be substituted for "Board of Commissioners" if the petition arises from expenditures made by a city which opted to collect and administer this tax as provided in Section 3.17.120.

B. Review of decisions of the Director:

1. Discretionary decisions of the Director shall be in writing and mailed by regular mail to the last known address of the applicant.
2. Any person aggrieved by a discretionary decision of the Director may appeal the decision to the county hearings officer. The appeal shall be in writing and must be filed with the Director within fourteen days of the date the Director's decision was mailed.
3. The appeal shall state the relevant facts, applicable ordinance provisions and relief sought. The appeal shall be heard by the county hearings officer in the same manner as provided for development permit applications. The county may by resolution establish a reasonable appeal fee.
4. The appellant shall have the burden of proving that an error was committed resulting in substantial prejudice.

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5. In an appeal of a decision to deny a credit, the applicant shall have the burden of demonstrating that the particular improvement qualified for the credit under Section 3.17.070. The Director may deny the credit requested, in whole or in part, if it is determined that the credit application does not meet the requirements of Section 3.17.070 or that the improvement for which the credit is requested is not on the Project List in Appendix C, for credits allowed under Section 3.17.070B. An appeal from the Director's decision shall be heard by the county hearings officer in the manner provided in this section.
- C. The county shall have the right, but not the obligation, to participate in any appeal that, in the county's judgment, involves a significant issue or interpretation under this Chapter. The decision of the hearings officer shall be reviewable solely under ORS 34.010 through 34.100 in the Circuit Court of the county.

3.17.160 Transition.

All deferrals, credits, and bancroft payment agreements shall continue and be administered under the terms in existence when issued except that all credits which have not previously expired, shall be valid for a period of ten years from the original date of acceptance of the improvement by the jurisdiction for credits. Only credits issued after the effective date of this ordinance shall be permitted to transfer from the property to which they were originally issued. Enactment of this ordinance shall in no way impact any budget or appropriations, contracts, permits, condemnation proceedings or any other formal actions pursuant to Ordinance No. 310 as amended and Ordinance No. 379 as amended. Enactment of this ordinance shall in no way impact any systems development charge, fee, or tax imposed by any city. This provision does not preclude any city from repealing or amending any such program, except that no credit or offset from the TDT shall be granted against any credit or amount due a city under a preexisting program.

3.17.170 Temporary Discount.

- A. All TDT rate phase-ins, revised phase-ins and temporary discounts established in Ordinance 691-A-Engrossed, Ordinance 729 and A-Engrossed Ordinance 746 shall expire at the close of business on September 30, 2014.
- B. On or after October 1, 2014, the TDT rate shall be as stated in Appendix B to this Ordinance as adjusted by the index and shall be determined without regard to any discount, except as allowed by section 3.17.190.

3.17.190 Discount for Change-In-Use Developments

- A. The purpose of this section is to provide a TDT discount to a defined group of new or altered uses within existing structures. This tax benefit is targeted to developments that reuse or redevelop existing structures, as defined. To receive a Change in Use discount under this section, the building and the proposed change in use must meet all applicable TDT code provisions, and a complete application must be timely filed with the Department, and approved by the Director.
- B. For developments eligible for a Change in Use discount under this section, the applicable TDT shall first be calculated as otherwise provided in this Chapter. The Change in Use discount, if applicable, shall be applied to the TDT as so calculated, following the Director's decision on the application.

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- C. Developments eligible for a Change in Use discount shall include all developments, as defined in 3.17.030Q, except those that construct a new building. Demolition of an existing structure followed by construction of a new building is deemed to be construction of a new building, and is not eligible. For any development that adds net square footage to an existing building, the added square footage shall not be eligible for the discount. For purposes of this section, “change in use” is defined as the development or redevelopment of an existing building for which a TDT is required to be paid, and for which a previous lawful use existed and paid TDT or TIF, or was lawfully established prior to the adoption of countywide TIF in 1990.
- D. To receive a Change In Use Discount, the development also must meet the following requirements:
1. The development is a physical alteration to an existing building, or change in use of the building, for which a Transportation Development Tax is otherwise due according to this chapter 3.17, and for which a change in TDT land use category under Appendix A, occurs.
 2. Prior to the Change in Use, the building was lawfully built and occupied with a previous use. The first use or occupancy of a building, regardless of the age of the building, shall not be eligible for a change of use discount.
 3. The TDT or TIF for the previous use was paid, or the previous use was lawfully established prior to the adoption of countywide TIF in 1990.
 4. The proposed use must be one of the land use categories listed in Appendix A to this Chapter that are calculated based on Total Square Foot Gross Floor Area or Total Square Foot Gross Leasable Area. Other land use categories shall not be eligible.
- E. Change in Use developments in the following buildings are eligible for a Change in Use discount:
1. Category 1 is a building that is three years old or older, based on the date of the certificate of occupancy of the building, as of the date of submittal of a discount application.
 2. Category 2 is a building that is twenty years old or older, based on the date of the certificate of occupancy of the building, as of the date of submittal of a discount application.
- F. The temporary discount for Change in Use Developments is as follows:
1. Category 1: Fifty percent of the TDT that would otherwise be due; and
 2. Category 2: Seventy-five percent of the TDT that would otherwise be due.

If a building includes a portion that is Category 1, and a portion that is Category 2, and the change in use premises is located in both portions, the discount shall be determined by the square footage within each section of the building.

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- G. The discount shall be applied to the first five thousand square feet of gross floor area of the proposed use that constitutes a change in use. For any change in use development that exceeds five thousand square feet of gross floor area, the TDT applicable to the remaining square footage shall be calculated as otherwise provided in this Chapter.
- H. No more than one Change-in-Use discount shall be allowed within a single building, within any two-year period. A discount may be allowed for multiple changes in use within a single building, so long as they are submitted as part of the same application. In the event multiple discount applications are submitted within the same building, the application submitted first shall receive the discount.
- I. Application
 - 1. The Director may adopt an application form for the Change in Use discount.
 - 2. A complete application must be submitted, signed by the property owner, development applicant, and occupant or proposed occupant of the structure or portion thereof, for which a discount is requested. The Director shall have sixty (60) days in which to render a decision on an application. It is the applicant's responsibility to submit an application in sufficient time to allow for a decision prior to issuance of a building or occupancy permit. Submittal of an application shall constitute consent by the applicant that a building or occupancy permit will not be issued for sixty (60) days from the date of the discount application or the date of the Change in Use discount decision, if earlier. The application shall state the name of the person or entity who will be paying the TDT. No application for the TDT Change in Use discount shall be accepted or acted upon after the TDT has been paid. An application for Change in Use discount may be withdrawn at any time by written notice to the Director, signed by the applicant, owner, and proposed occupant.
 - 3. The application must include all information required in this section 3.17.190 to make a determination of applicability of the change in use discount. It shall provide satisfactory evidence of each fact relating to the eligibility of the development for the discount, including but not limited to building age, payment of prior TIF or TDT, and the nature and extent of the previous use and the proposed use. The applicant has the burden of proof as to every fact necessary to make a determination as to eligibility for the Change in Use discount under this section.
 - 4. If an application is incomplete, the Director shall notify the applicant within ten (10) days. The applicant shall have ten (10) days from the date the notice was sent to provide additional information needed to complete the application. If the applicant does not submit sufficient information following notice, the Director may deny the application.
 - 5. The application shall include a drawing depicting the building and the premises within the building to which the Change In Use discount will apply.
 - 6. The application shall state the TDT use category for the previous use and for the proposed use, and the names of the occupants of the previous use and proposed use.

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7. The application shall include a statement of the square footage of the proposed use. If the proposed use is part of a building alteration that increases the net square footage, the application shall indicate if the proposed use is to be located in whole or in part within the newly built portion of the building.
- J. The Director shall consider the information in the application, and may review additional information relating to the application, including records of building permits, tax records, and any other information that he or she deems credible to determine or verify any matter required for his or her decision.
- K. If the Director finds that an application for the Change in Use discount includes a material misstatement of fact, that determination shall be grounds for denial of the application.
- L. The Director shall render a decision on an application for the Change in Use Discount in writing within sixty (60) days. The Director shall approve the application in whole or in part, or deny the application. If the decision is to approve in part or deny the application, the decision shall state the reasons for the denial. An applicant who disagrees with the Director's decision may appeal as provided in Section 3.17.150B.
- M. If the Director's decision is to approve, in whole or in part, the application for the Change in Use discount, the approved discount as stated in subsections F and G above shall be applied to the TDT assessment as otherwise calculated in this Chapter 3.17.

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APPENDIX A

WASHINGTON COUNTY

Transportation Development Tax
Methodology Report

Revised August 5, 2014

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APPENDIX A

WASHINGTON COUNTY

Transportation Development Tax Methodology Report

1.0 BACKGROUND AND INTRODUCTION

In 1990, the voters of Washington County approved a tax on developing properties called the Traffic Impact Fee (TIF)¹. The TIF is collected countywide, including within cities, through intergovernmental agreements between the County and each city. Revenues from the TIF are used for major improvements to the arterial and collector road system throughout the County. From approval in 1990 through December 2006, approximately \$230 million in TIF-dedicated funds were collected. During recent years, countywide TIF revenues have been in the range of \$15 to \$17 million per year.

Staff estimates that the current TIF program provides for approximately 20% of future needed capacity improvements to the countywide arterial and collector road system. In October 2007, staff was directed to develop options for changing or replacing the TIF program to increase revenues from new development. Because the TIF was adopted as a voter-approved tax, changes to the TIF program, such as increasing² the TIF rates, must first receive voter approval.

This report presents the methodology for calculating the total transportation SDC-eligible costs. These costs represent the maximum transportation SDC rates. Also included is the adjustment methodology and phase-in schedule calculation.

Some of the data in this report were prepared using computer spreadsheet software. The results may vary from what would be obtained using a calculator to compute the same data. These variations are a result of rounding. For currency calculations, all results have been rounded to the nearest dollar.

A. Legislative Authority

While Washington County voters have the authority to impose taxes on new development, the Oregon Court of Appeals ruled in 2002 that the County's TIF qualifies as a "System Development Charge" (SDC) and must comply with statutory provisions governing such charges.

¹ The Traffic Impact Fee (TIF) was adopted and voted on as a tax. In 2002 the Court of Appeals for the State of Oregon ruled that the statutes pertaining to SDCs apply to TIF.

²Construction costs have increased by as much as 31.2 % in a single year, but annual TIF rate increases are limited to a maximum of 6% by the current TIF ordinance.

SDCs are one-time fees charged to new development to help pay a portion of the costs associated with building capital facilities to meet needs created by growth. SDCs are authorized for five types of capital facilities including transportation, water, sewer, stormwater, and parks and recreation. The source of authority for the adoption of SDCs is found both in state statute and in the County's own plenary authority to adopt this type of fee. SDCs have been in use in Oregon since the mid-1970's, but State legislation regarding SDCs was not adopted until 1989, when the Oregon Systems Development Act (SDC Act) was passed. The purpose of this Act was to "...provide a uniform framework for the imposition of system development charges..." Legislative additions and modifications to the Act were made in 1993, 1999, 2001, and 2003. The Oregon Systems Development Act requires local governments that enact SDCs to:

- adopt SDCs by ordinance or resolution;
- develop a methodology outlining how the SDCs were developed;
- adopt a plan and project list to designate capital improvements that can be funded with "improvement fee" SDC revenues;
- provide credit against the amount of the SDC for the construction of certain "qualified public improvements";
- separately account for and report receipt and expenditure of SDC revenues, and develop procedures for challenging expenditures; and
- use SDC revenues for capital improvements and compliance costs only - operations and maintenance uses are prohibited.

B. "Improvement fee" and "Reimbursement fee" SDCs

The SDC Act provides for the imposition of two types of SDCs: (1) "improvement fee", and (2) "reimbursement fee". An "improvement fee" SDC may be charged for new capital improvements that will address future capacity needs. Revenues from "improvement fee" SDCs may be used only for capacity-increasing capital improvements included in a plan and list of projects that identifies the expected timing, cost, and growth-required percentage for each project.

"Reimbursement fee" SDCs may be charged for the costs of existing capital facilities if "excess capacity" is available to accommodate growth. Revenues from "reimbursement fees" may be used for *any* capital improvement project, including major repairs, upgrades, or renovations. A SDC may include both an improvement fee and a reimbursement fee SDC if the basis for both exists.

C. Requirements and Options for Credits, Exemptions, Rate Incentives, and Discounts

(1) Credits

A credit is a reduction in the amount of the SDC for a specific development. The SDC Act requires that credit must be provided for the construction of any

"qualified public improvement" that (1) is required as a condition of development approval, (2) is identified in the plan and list of projects on which improvement fee SDC revenues may be used, and (3) either is not located on or contiguous to property that is the subject of development approval, or is located on or contiguous to such property and is required to be built larger or with greater capacity than is necessary to meet the needs of the particular development project.

The credit for a qualified public improvement may be applied only against an SDC for the same type of improvement (e.g., a transportation improvement can only be used for a credit for a transportation SDC), and must be granted only for the cost of that portion of an improvement which exceeds the minimum standard facility size or capacity needed to serve the particular project. For multi-phase projects, any excess credit must be applied only against SDCs that accrue in subsequent phases of the original development project.

In addition to these required credits, the County may, if it so chooses, provide a greater credit, establish a system providing for the transferability of credits, provide a credit for a capital improvement not identified in the required list of projects, or provide a share of the cost of an improvement by other means (i.e., partnerships, other County revenues, etc.).

(2) Exemptions / Rate Incentives / Discounts

The County may "exempt" certain types of development from the SDC, or provide another type of "rate incentive" if the exemption or incentive is tied to an adopted Countywide goal or policy. Investigating a TDT credit or fee reduction for land use types that have programs or features aimed at reducing motor vehicle trips, has been deferred to a later date.

2.0 TRANSPORTATION SDC METHODOLOGY

A. SDC Basis and Justification

The County has developed a list of transportation SDC-eligible motor vehicle and transit capital improvement projects. These capital improvements generally come from one or more of the following transportation plans: Metro Regional Transportation Plan (Metro 2004), Washington County Transportation Plan, and various city transportation plans. The SDC-eligible capital improvements are needed to serve motor vehicle and transit transportation needs through approximately 2030. Planned motor vehicle and transit capital improvement projects were analyzed to identify 1) the capacity-increasing portion of costs for each project, 2) the future growth benefit (versus current capacity needs), 3) the share of costs projected to be funded through other revenue sources, and 4) the growth-required, SDC-eligible portion. The lists also show the estimated timing of each project.

This transportation SDC methodology is for an “improvement fee” only and establishes the connection between a project’s impacts and the SDC through the use of trip generation data. *Trip Generation* (7th Ed., 2003) published by the Institute of Transportation Engineers (ITE) was used to estimate the number of new trips generated by each new development. The SDC to be paid by new development is based on the impact each specific development will have on the transportation facilities for which the SDC is charged.

B. Future Trip-Ends

The ITE *Trip Generation* manual includes motor vehicle trip estimates for various land use types. Each trip is considered to have two ends, one at the origin and one at the destination. To accurately calculate SDC rates using *Trip Generation*, it is necessary to estimate the number of new motor vehicle trip-ends (origin trips and destination trips) so that the cost per trip is not overstated. The average daily number of motor vehicle trip-ends for the years 2008 and 2030 were estimated by County staff using data from the Metro Regional Travel Demand Forecast.

In addition to motor vehicle trips, this transportation SDC methodology also considers transit trips. In order to use *Trip Generation*, estimates for motor vehicle occupancy and transit trips are required. The average motor vehicle occupancy rate was estimated by County staff, again using data from the Metro Travel Demand Forecast, at 1.33 persons for 2008, increasing to 1.42 persons in 2030. Metro Travel Demand Forecast and RTP data were also used by County staff to develop estimates of current (2008) transit trips (equal to approximately 4.15% of motor vehicle trip-ends), and year 2030 transit trips (expected to increase to 6.75% by 2030). The projected increases in the average daily motor vehicle, transit, and total³ person trip-ends for Washington County are shown in Table 1, below.

**TABLE 1
 PROJECTED GROWTH IN WASHINGTON COUNTY
 AVERAGE DAILY TRIP-ENDS
 (2008 – 2030)**

Trip Category	Estimated 2008	Projected 2030	Increase
Average Daily Motor Vehicle trip-ends*	2,593,363	3,529,900	936,537
Motor vehicle person trip-ends	3,410,584	4,948,525	1,537,941
Transit person trip-ends	106,191	234,808	128,617
Total motor vehicle and transit person trip-ends	3,516,775	5,183,333	1,666,558

* Includes through-trip-ends using county and city roads, estimated at 37,320 per day in 2008, increasing to 50,200 per day in 2030.

³ The total person trip-ends includes only motor vehicle and transit person trip-ends, and does not include pedestrian or bicycle person trip-ends.

C. Capital Improvements Included in the Transportation SDC

The total SDC-eligible portion of costs for motor vehicle capital improvements included in the County’s SDC-eligible project list is \$2,329,850,413. For transit capital improvements, the total is \$264,412,104. The SDC-eligible growth benefit was identified for each project based on the portion needed to serve new development.

SDC-eligible costs for motor vehicle capital improvements were based upon the proportion of the improvement that is related to capacity and the proportion of that capacity that is attributed to a future rather than an existing need. Oftentimes, transportation projects are a combination of capacity, safety and reconstruction elements. Because SDC funds are restricted to use on capacity elements only, Table 1 was developed to standardize the decision process for determining the portion of a road project that is related to capacity. All roadway capacity projects were categorized as having a 100, 75, 50 or 25 percent capacity share based on the presence of the typical project elements shown on the table below.

**TABLE 2
 GUIDELINE FOR DETERMINING PROPORTION OF IMPROVEMENT
 RELATED TO CAPACITY**

Type of Improvement	Percent of Improvement Related to Need for Extra Capacity*			
	100%	75%	50%	25%
Add through-lane	✓			
Add turn lane	✓			
Extend existing or construct new roadway	✓			
Grade separate intersection	✓			
Reconfigure intersection (e.g., roundabout)	✓			
Add signal interconnect or adaptive signal system	✓			
Add new signal, upgrade existing traffic signal, or change signal phasing		✓		
Do minor lane widening requiring reconstruction			✓	
Realign roadway				✓
Add backage road to improve access				✓

*For projects with multiple improvement elements, percentage of improvement related to extra-capacity need is equal to the element having the highest individual assigned percentage. Improvements not listed on this table have no significant extra-capacity element which would qualify them for SDC eligibility.

For project locations where a deficiency currently exists, the future growth share is less than 100%, reflecting that the project also addresses a non-growth need. The future growth share was estimated using the Metro regional model for 2008 and 2030. The future share was less than 100% when the 2008 V/C⁴ exceeded the Washington County acceptable level of service standard of 0.98. In those locations the eligible growth share was calculated by subtracting the acceptable V/C standard (0.98) from the 2008 V/C ratio and dividing by the 2030 V/C ratio. This ratio was multiplied by the eligible capacity amount to get the eligible SDC amount.

Formula 1

1.	(1	-	((Existing (2008) V/C	-	0.98)	/	Future (2030 V/C))
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D. Compliance Costs

The County incurs costs to comply with legal requirements for SDCs and may recoup a portion of these costs in accordance with ORS 223.307(5). Estimated compliance costs for this option during the 23-year collection period are shown in Table 2, below.

**TABLE 3
 ESTIMATED COMPLIANCE COSTS
 (2008 – 2030)**

Initial Transportation SDC CIP and Methodology Development	\$250,000
Transportation SDC CIP and Methodology Updates (5 X \$40,000 for consulting and staff services)	\$200,000
SDC and CIP Management, Coordination, Accounting and Reporting Costs (\$208,000 per year for engineering, legal, audit, financial reporting and staff services)	\$4,784,000
Total Estimated 23-year Compliance Costs	\$5,234,000

E. Calculation of Transportation SDC-Eligible Costs

The Transportation SDC-eligible costs are calculated using the following series of formulas which:

1. calculate the cost per person trip-end for motor vehicle improvements, transit improvements, and compliance costs;
2. identify the number of “new” trips for each type of land use;
3. adjust trip rates to allow for differences in trip lengths;
4. calculate the motor vehicle, transit and compliance costs per unit of development;
5. calculate adjusted cost per unit,
6. calculate percent of need recovered; and
7. calculate the phase-in schedule.

⁴ V/C stands for Volume to Capacity Ratio

1. Cost Per Person Trip-End

The SDC-eligible capital improvements identified in the appendices include both motor vehicle improvements and transit improvements. The Cost Per Person Trip-End is calculated for each of these travel modes and for compliance costs by dividing the SDC-eligible costs by the increase in the average number of new person trip-ends shown in Table 1, page 5, using the following formula:

Formula 2

2.	SDC-Eligible Project Cost	÷	Increase In Person Trip-Ends	=	SDC-Eligible Cost Per New Person Trip-End
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The SDC-Eligible Cost Per Person Trip-End for each travel mode and for compliance costs are shown in Table 3, below.

**TABLE 4
 SDC-ELIGIBLE COST PER PERSON TRIP-END**

Type of Cost	SDC-Eligible Project Costs		Total New ADT Person Trip-Ends		Percent of Need Recovered		Cost Per New Person Trip-End
Motor Vehicle Costs	\$2,329,850,413	÷	1,666,558	X	28%	=	\$391
Transit Costs	264,412,104	÷	1,666,558	X	28%	=	\$44
Compliance Costs	\$5,234,000	÷	1,666,558	X	100%	=	\$3
TOTAL	\$2,599,496,517						\$439

Table 5 lists the number of new trips generated for each selected ITE land use category, using Formula 2. Column 1 through 3 lists land use categories, their ITE code numbers, and Unit used for calculation. Column 4 contains either the Weekday Average or, when not available, the Weekday PM Peak Trip Rate from ITE Trip Generation. Column 5 identifies the total person-trips (Column 4 X 1.42 persons per vehicle), plus Column 4 X 6.75% (projected transit trips per motor vehicle trip). Column 6 identifies the percentage of trips that are new or primary, as opposed to pass-by or diverted trips. Column 7 is the result of multiplying columns 5 and 6 by each other, producing the number of new person trips generated per day for each land use category. (NOTE: Because of small sample sizes in Trip Generation, some land use categories do not include trip rates or a number of net new trips generated. For these categories, the trip generation rate for the land use which is the most similar to actual land use is used).

2. New Person Trip-Ends Per Unit of Development

The number of new person trip-ends generated per day is calculated for each type of land use using the following formula:

Formula 3

3.	ITE Trip Rate	X	Number of Person Trips	X	Percent New / Primary Trips	=	New Person Trip-Ends
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The ITE *Trip Generation* manual contains trip rates based on trip generation studies conducted nationwide, and provides the base data of unadjusted counts of trips generated by various types of land use.

These rates and equations represent vehicles entering and exiting a site at its driveways. There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system. These sites attract a portion of their trips from traffic on the way from an origin to an ultimate destination. The total trip rates included in *Trip Generation* include all traffic entering or leaving a location or development, and do not account for traffic that is passing by or diverted from other routes and interrupt a “primary” trip between two other locations. These “pass-by” and “diverted” trips are not “new” because they would occur regardless of development activity. Primary trips are trips made for the specific purpose of visiting the generator. The TDT methodology accounts for new or primary trips only and factors out the pass-by and diverted trips from the rate calculations.

"New" trips are often based on the assumption that all trips from residential land uses are new trips (therefore, percentage = 100%), and all other land uses are evaluated to reflect the percentage of their trips that are "new" versus the remainder (which are "pass-by" or “diverted” trips). No land use category has greater than 100% new/primary trips, but some categories have as few as 12% new/primary trips. The percentages used to account for pass-by and diverted link trips in this methodology are based on the data included in the ITE *Trip Generation Handbook, 7th Edition* (2004).

**TABLE 5
 NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Land Use Category	ITE Code	Unit*	Weekday Average Trip Rate	Total Person Trips	% Primary Trips	New Person Trip-Ends
Residential						
Single Family Detached	210	/dwelling unit	9.57	14.24	100%	14.24
Apartment	220	/dwelling unit	6.72	10.00	100%	10.00
Residential Condominium/Townhouse	230	/dwelling unit	5.86	8.72	100%	8.72
Manufactured Housing (in Park)	240	/dwelling unit	4.99	7.42	100%	7.42
Assisted Living	254	/bed	2.74	4.08	100%	4.08
Continuing Care Retirement	255	/unit	2.81	4.18	100%	4.18
Recreational						
Park	411	/acre	1.59	2.37	100%	2.37
Golf Course	430	/hole	35.74	53.16	100%	53.16
Golf Driving Range**	432	/tee	12.50	18.59	100%	18.59
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	33.50	49.83	100%	49.83
Bowling Alley	437	/lane	33.33	49.58	100%	49.58
Multiplex Movie Theater**	445	/screen	136.40	202.90	100%	202.90
Health/Fitness Club	492	/T.S.F.G.F.A.	32.93	48.98	100%	48.98
Recreation/Community Center	495	/T.S.F.G.F.A.	22.88	34.03	100%	34.03
Institutional/Medical						
Elementary School (Public)	520	/student	1.29	1.92	100%	1.92
Middle/Junior High School (Public)	522	/student	1.62	2.41	100%	2.41
High School (Public)	530	/student	1.71	2.54	100%	2.54
Private School (K-12)	536	/student	2.48	3.69	100%	3.69
Junior College	540	/student	1.20	1.79	100%	1.79
University/College	550	/student	2.38	3.54	100%	3.54
Church	560	/T.S.F.G.F.A.	9.11	13.55	100%	13.55
Day Care Center/Preschool	565	/student	4.48	6.66	100%	6.66
Library	590	/T.S.F.G.F.A.	54.00	80.33	100%	80.33
Hospital	610	/bed	11.81	17.57	100%	17.57
Nursing Home	620	/bed	2.37	3.53	100%	3.53
Clinic	630	/T.S.F.G.F.A.	31.45	46.78	100%	46.78
Commercial/Services						
Hotel/Motel	310	/room	8.92	13.27	100%	13.27
Building Materials/Lumber	812	/T.S.F.G.F.A.	45.16	67.18	52%	34.93
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	49.12	73.07	48%	35.07
Specialty Retail Center	814	/T.S.F.G.L.A.	44.32	65.93	43%	28.35
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	56.02	83.33	48%	40.00
Hardware/Paint Store	816	/T.S.F.G.F.A.	51.29	76.29	45%	34.33
Nursery/Garden Center	817	/T.S.F.G.F.A.	36.08	53.67	66%	35.42
Shopping Center	820	/T.S.F.G.L.A.	42.94	63.87	43%	27.47
Factory Outlet Center	823	/T.S.F.G.F.A.	26.59	39.55	43%	17.01
New Car Sales	841	/T.S.F.G.F.A.	33.34	49.59	66%	32.73
Automobile Parts Sales	843	/T.S.F.G.F.A.	61.91	92.09	44%	40.52
Tire Superstore	849	/T.S.F.G.F.A.	20.36	30.29	67%	20.29
Supermarket	850	/T.S.F.G.F.A.	102.24	152.08	34%	51.71
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	737.99	1097.76	24%	263.46
Convenience Market with Fuel Pump	853	/V.F.P.	542.60	807.12	16%	129.14
Wholesale Market	860	/T.S.F.G.F.A.	6.73	10.01	48%	4.81
Discount Club	861	/T.S.F.G.F.A.	41.80	62.18	48%	29.85
Home Improvement Superstore	862	/T.S.F.G.F.A.	29.80	44.33	32%	14.18
Electronics Superstore	863	/T.S.F.G.F.A.	45.04	67.00	27%	18.09
Office Supply Superstore**	867	/T.S.F.G.F.A.	34.00	50.58	66%	33.38
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	90.06	133.96	41%	54.93
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	88.16	131.14	38%	49.83
Furniture Store	890	/T.S.F.G.F.A.	5.06	7.53	20%	1.51
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	156.48	232.76	27%	62.85
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	246.49	366.65	27%	99.00

TABLE 5
NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Land Use Category	ITE Code	Unit*	Weekday Average Trip Rate	Total Person Trips	% Primary Trips	New Person Trip-Ends
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	89.95	133.80	38%	50.84
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	127.15	189.14	37%	69.98
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	716.00	1065.05	30%	319.52
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	496.12	737.98	30%	221.39
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	1538.50	2288.52	30%	686.56
Drinking Place/Bar**	936	/T.S.F.G.F.A.	113.40	168.68	50%	84.34
Quick Lubrication Vehicle Shop	941	/Service Stall	40.00	59.50	58%	34.51
Automobile Care Center	942	/T.S.F.G.L.A.	40.10	59.65	58%	34.60
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	168.56	250.73	14%	35.10
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	152.84	227.35	12%	27.28
Office						
General Office Building	710	/T.S.F.G.F.A.	11.01	16.38	100%	16.38
Medical-Dental Office Building	720	/T.S.F.G.F.A.	36.13	53.74	100%	53.74
Government Office Building	730	/T.S.F.G.F.A.	68.93	102.53	100%	102.53
U.S. Post Office	732	/T.S.F.G.F.A.	108.19	160.93	83%	133.57
Office Park	750	/T.S.F.G.F.A.	11.42	16.99	100%	16.99
Port/Industrial						
Truck Terminal	030	/T.S.F.G.F.A.	9.85	14.65	100%	14.65
General Light Industrial	110	/T.S.F.G.F.A.	6.97	10.37	100%	10.37
General Heavy Industrial	120	/T.S.F.G.F.A.	1.50	2.23	100%	2.23
Manufacturing	140	/T.S.F.G.F.A.	3.82	5.68	100%	5.68
Warehouse	150	/T.S.F.G.F.A.	4.96	7.38	100%	7.38
Mini-Warehouse	151	/T.S.F.G.F.A.	2.50	3.72	100%	3.72
Utilities**	170	/T.S.F.G.F.A.	7.60	11.31	83%	9.38

* Abbreviations used in the "Unit" column:
 T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area
 T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area
 V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category, the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

3. Trip Length Adjustment

Table 6 lists the net adjusted trip-ends per day for each type of development, as calculated using Formula 2. Column 1 through 3 restates the ITE codes and land use categories, and Column 4 restates the new trips per day from the last column of Table 4. Column 5 presents the trip length factor for each type of land use. Column 6 displays the net adjusted trips per day for each land use category; the result of multiplying the number of trips (Column 4) by the trip length factor (Column 5).

The ITE trip generation rates do not account for differences in the lengths of trips for different types of development. Because longer trips have a relatively greater impact on the road system than do shorter trips, an adjustment factor is needed to account for differences in trip lengths relative to the length of an “average” trip. The net adjusted trip-ends generated per day is determined for each type of land use by multiplying the number of new person trip-ends (from Formula 3) by the trip length factor for each type of land use:

Formula 4

4.	New Person Trip-Ends	X	Trip Length Factor	=	Net Adjusted Trip-Ends Per Day
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Trip length data from surveys conducted for the U.S. Department of Transportation and published in the "National Household Travel Study" (2001) were used in developing the Trip Length Factors, as were concepts and methods recommended by James C. Nicholas, in "The Calculation of Proportionate-Share Impact Fees" (American Planning Association, 1988), and "Development Impact Fee Policy and Administration", (American Planning Association, 1990).

TABLE 6
NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Land Use Category	ITE Code	Unit*	New Person Trip-Ends	Trip Length Factor	Net Adjusted Trip-Ends
Residential					
Single Family Detached	210	/dwelling unit	14.24	1.00	14.24
Apartment	220	/dwelling unit	10.00	1.00	10.00
Residential Condominium/Townhouse	230	/dwelling unit	8.72	1.00	8.72
Manufactured Housing (in Park)	240	/dwelling unit	7.42	1.00	7.42
Assisted Living	254	/bed	4.08	1.00	4.08
Continuing Care Retirement	255	/unit	4.18	1.00	4.18
Recreational					
Park	411	/acre	2.37	1.11	2.63
Golf Course	430	/hole	53.16	1.50	79.74
Golf Driving Range**	432	/tee	18.59	1.11	20.64
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	49.83	1.11	55.31
Bowling Alley	437	/lane	49.58	1.11	55.03
Multiplex Movie Theater**	445	/screen	202.90	1.11	225.21
Health/Fitness Club	492	/T.S.F.G.F.A.	48.98	1.11	54.37
Recreation/Community Center	495	/T.S.F.G.F.A.	34.03	1.11	37.78
Institutional/Medical					
Elementary School (Public)	520	/student	1.92	0.40	0.77
Middle/Junior High School (Public)	522	/student	2.41	0.40	0.96
High School (Public)	530	/student	2.54	0.75	1.91
Private School (K-12)	536	/student	3.69	0.75	2.77
Junior College	540	/student	1.79	0.75	1.34
University/College	550	/student	3.54	0.75	2.66
Church	560	/T.S.F.G.F.A.	13.55	0.40	5.42
Day Care Center/Preschool	565	/student	6.66	0.40	2.67
Library	590	/T.S.F.G.F.A.	80.33	0.40	32.13
Hospital	610	/bed	17.57	1.06	18.62
Nursing Home	620	/bed	3.53	1.06	3.74
Clinic	630	/T.S.F.G.F.A.	46.78	1.06	49.59
Commercial/Services					
Hotel/Motel	310	/room	13.27	1.24	16.45
Building Materials/Lumber	812	/T.S.F.G.F.A.	34.93	0.84	29.34
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	35.07	0.84	29.46
Specialty Retail Center	814	/T.S.F.G.L.A.	28.35	0.84	23.81
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	40.00	0.84	33.60
Hardware/Paint Store	816	/T.S.F.G.F.A.	34.33	0.84	28.84
Nursery/Garden Center	817	/T.S.F.G.F.A.	35.42	0.84	29.75
Shopping Center	820	/T.S.F.G.L.A.	27.47	0.84	23.07
Factory Outlet Center	823	/T.S.F.G.F.A.	17.01	0.84	14.29
New Car Sales	841	/T.S.F.G.F.A.	32.73	0.84	27.49
Automobile Parts Sales	843	/T.S.F.G.F.A.	40.52	0.84	34.04
Tire Superstore	849	/T.S.F.G.F.A.	20.29	0.84	17.04
Supermarket	850	/T.S.F.G.F.A.	51.71	0.84	43.43
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	263.46	0.42	110.65
Convenience Market with Fuel Pump	853	/V.F.P.	129.14	0.42	54.24
Wholesale Market	860	/T.S.F.G.F.A.	4.81	0.84	4.04
Discount Club	861	/T.S.F.G.F.A.	29.85	0.84	25.07
Home Improvement Superstore	862	/T.S.F.G.F.A.	14.18	0.84	11.92
Electronics Superstore	863	/T.S.F.G.F.A.	18.09	0.84	15.19
Office Supply Superstore**	867	/T.S.F.G.F.A.	33.38	0.84	28.04
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	54.93	0.84	46.14
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	49.83	0.84	41.86
Furniture Store	890	/T.S.F.G.F.A.	1.51	0.84	1.26

TABLE 6
NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Land Use Category	ITE Code	Unit*	New Person Trip-Ends	Trip Length Factor	Net Adjusted Trip-Ends
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	62.85	0.84	52.79
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	99.00	0.84	83.16
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	50.84	1.00	50.84
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	69.98	0.50	34.99
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	319.52	0.50	159.76
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	221.39	0.50	110.70
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	686.56	0.50	343.28
Drinking Place/Bar**	936	/T.S.F.G.F.A.	84.34	0.50	42.17
Quick Lubrication Vehicle Shop	941	/Service Stall	34.51	0.84	28.99
Automobile Care Center	942	/T.S.F.G.L.A.	34.60	0.84	29.06
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	35.10	0.42	14.74
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	27.28	0.42	11.46
Office					
General Office Building	710	/T.S.F.G.F.A.	16.38	1.06	17.36
Medical-Dental Office Building	720	/T.S.F.G.F.A.	53.74	1.06	56.97
Government Office Building	730	/T.S.F.G.F.A.	102.53	1.06	108.69
U.S. Post Office	732	/T.S.F.G.F.A.	133.57	1.06	141.59
Office Park	750	/T.S.F.G.F.A.	16.99	1.06	18.01
Port/Industrial					
Truck Terminal	030	/T.S.F.G.F.A.	14.65	1.06	15.53
General Light Industrial	110	/T.S.F.G.F.A.	10.37	1.06	10.99
General Heavy Industrial	120	/T.S.F.G.F.A.	2.23	1.06	2.37
Manufacturing	140	/T.S.F.G.F.A.	5.68	1.06	6.02
Warehouse	150	/T.S.F.G.F.A.	7.38	1.06	7.82
Mini-Warehouse	151	/T.S.F.G.F.A.	3.72	1.06	3.94
Utilities**	170	/T.S.F.G.F.A.	9.38	1.06	9.95

* Abbreviations used in the "Unit" column:

- T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area
- T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area
- V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category, the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

4. Unadjusted Cost Per Unit

Table 7 displays the cost per unit for each land use category. Column 1 through 3 restates the ITE land use codes and categories, Column 4 restates the net adjusted trip-ends for each land use category (from Table 6). The Motor Vehicle Improvements Cost Per Unit, shown in Column 5, is calculated by multiplying the net adjusted trip-ends (Column 4) by the motor vehicle improvements cost per trip-end (from Table 4). The Transit Improvements Cost Per Unit, shown in Column 6, is calculated by multiplying the net adjusted trip-ends for each land use category (Column 4) by the transit improvements cost per trip-end (from Table 4). The Compliance Cost Per Unit shown in Column 7 is calculated by multiplying the net adjusted person trip-ends for each land use category (Column 4) by the compliance cost per person trip-end (from Table 4). The total unadjusted cost per unit is the sum of the motor vehicle, transit and compliance cost per unit, and is displayed in column 8.

The motor vehicle improvements cost per unit of development is calculated for each type of land use by multiplying the net adjusted person trip-ends for each land use (from Table 6) by the \$391 motor vehicle improvements cost per trip-end (from Table 4).

Formula 5

5.	Net Adjusted Person Trip- Ends Per Unit	X	Motor Vehicle Improvements Cost Per Trip-End	=	Motor Vehicle Improvements Cost Per Unit
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The transit improvements cost per unit of development is calculated for each type of land use by multiplying the net adjusted person trip-ends for each land use (from Table 6) by the \$44 transit improvements cost per trip-end (from Table 4).

Formula 6

6.	Net Adjusted Person Trip- Ends Per Unit	X	Transit Improvements Cost Per Trip-End	=	Transit Improvements Cost Per Unit
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The compliance cost per unit of development is calculated for each type of land use by multiplying the net adjusted person trip-ends for each land use (from Table 6) by the \$3 compliance cost per trip-end (from Table 4).

Formula 7

7.	Net Adjusted Person Trip- Ends Per Unit	X	Compliance Improvements Cost Per Trip-End	=	Compliance Improvements Cost Per Unit
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TABLE 7
COST PER UNIT OF DEVELOPMENT

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Land Use Category	ITE Code	Unit*	Net Adjusted Trip-Ends	Motor Vehicle Cost Per Unit	Transit Cost Per Unit	Compliance Cost Per Unit	Unadjusted cost per unit
Residential							
Single Family Detached	210	/dwelling unit	14.24	\$5,572	\$632	\$45	\$6,249
Apartment	220	/dwelling unit	10.00	\$3,913	\$444	\$31	\$4,388
Residential Condominium/Townhouse	230	/dwelling unit	8.72	\$3,412	\$387	\$27	\$3,827
Manufactured Housing (in Park)	240	/dwelling unit	7.42	\$2,906	\$330	\$23	\$3,259
Assisted Living	254	/bed	4.08	\$1,595	\$181	\$13	\$1,789
Continuing Care Retirement	255	/unit	4.18	\$1,636	\$186	\$13	\$1,835
Recreational							
Park	411	/acre	2.63	\$1,028	\$117	\$8	\$1,153
Golf Course	430	/hole	79.74	\$31,215	\$3,543	\$250	\$35,008
Golf Driving Range**	432	/tee	20.64	\$8,079	\$917	\$65	\$9,061
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	55.31	\$21,652	\$2,457	\$174	\$24,283
Bowling Alley	437	/lane	55.03	\$21,542	\$2,445	\$173	\$24,159
Multiplex Movie Theater**	445	/screen	225.21	\$88,158	\$10,005	\$707	\$98,870
Health/Fitness Club	492	/T.S.F.G.F.A.	54.37	\$21,283	\$2,415	\$171	\$23,869
Recreation/Community Center	495	/T.S.F.G.F.A.	37.78	\$14,788	\$1,678	\$119	\$16,585
Institutional/Medical							
Elementary School (Public)	520	/student	0.77	\$300	\$34	\$2	\$337
Middle/Junior High School (Public)	522	/student	0.96	\$377	\$43	\$3	\$423
High School (Public)	530	/student	1.91	\$747	\$85	\$6	\$837
Private School (K-12)	536	/student	2.77	\$1,083	\$123	\$9	\$1,215
Junior College	540	/student	1.34	\$524	\$59	\$4	\$588
University/College	550	/student	2.66	\$1,039	\$118	\$8	\$1,166
Church	560	/T.S.F.G.F.A.	5.42	\$2,122	\$241	\$17	\$2,380
Day Care Center/Preschool	565	/student	2.67	\$1,043	\$118	\$8	\$1,170
Library	590	/T.S.F.G.F.A.	32.13	\$12,577	\$1,427	\$101	\$14,105
Hospital	610	/bed	18.62	\$7,289	\$827	\$58	\$8,175
Nursing Home	620	/bed	3.74	\$1,463	\$166	\$12	\$1,641
Clinic	630	/T.S.F.G.F.A.	49.59	\$19,411	\$2,203	\$156	\$21,770
Commercial/Services							
Hotel/Motel	310	/room	16.45	\$6,440	\$731	\$52	\$7,223
Building Materials/Lumber	812	/T.S.F.G.F.A.	29.34	\$11,486	\$1,304	\$92	\$12,881
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	29.46	\$11,532	\$1,309	\$93	\$12,933
Specialty Retail Center	814	/T.S.F.G.L.A.	23.81	\$9,321	\$1,058	\$75	\$10,454
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	33.60	\$13,152	\$1,493	\$106	\$14,750
Hardware/Paint Store	816	/T.S.F.G.F.A.	28.84	\$11,289	\$1,281	\$91	\$12,661
Nursery/Garden Center	817	/T.S.F.G.F.A.	29.75	\$11,647	\$1,322	\$93	\$13,062
Shopping Center	820	/T.S.F.G.L.A.	23.07	\$9,031	\$1,025	\$72	\$10,128
Factory Outlet Center	823	/T.S.F.G.F.A.	14.29	\$5,592	\$635	\$45	\$6,272
New Car Sales	841	/T.S.F.G.F.A.	27.49	\$10,762	\$1,221	\$86	\$12,070
Automobile Parts Sales	843	/T.S.F.G.F.A.	34.04	\$13,323	\$1,512	\$107	\$14,942
Tire Superstore	849	/T.S.F.G.F.A.	17.04	\$6,672	\$757	\$54	\$7,483
Supermarket	850	/T.S.F.G.F.A.	43.43	\$17,002	\$1,930	\$136	\$19,068
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	110.65	\$43,315	\$4,916	\$348	\$48,578
Convenience Market with Fuel Pump	853	/V.F.P.	54.24	\$21,231	\$2,409	\$170	\$23,811
Wholesale Market	860	/T.S.F.G.F.A.	4.04	\$1,580	\$179	\$13	\$1,772
Discount Club	861	/T.S.F.G.F.A.	25.07	\$9,813	\$1,114	\$79	\$11,006
Home Improvement Superstore	862	/T.S.F.G.F.A.	11.92	\$4,664	\$529	\$37	\$5,231
Electronics Superstore	863	/T.S.F.G.F.A.	15.19	\$5,948	\$675	\$48	\$6,671
Office Supply Superstore**	867	/T.S.F.G.F.A.	28.04	\$10,976	\$1,246	\$88	\$12,309
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	46.14	\$18,060	\$2,050	\$145	\$20,255
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	41.86	\$16,385	\$1,860	\$131	\$18,376
Furniture Store	890	/T.S.F.G.F.A.	1.26	\$495	\$56	\$4	\$555
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	52.79	\$20,664	\$2,345	\$166	\$23,175
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	83.16	\$32,551	\$3,694	\$261	\$36,506

TABLE 7
COST PER UNIT OF DEVELOPMENT

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Land Use Category	ITE Code	Unit*	Net Adjusted Trip-Ends	Motor Vehicle Cost Per Unit	Transit Cost Per Unit	Compliance Cost Per Unit	Unadjusted cost per unit
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	50.84	\$19,902	\$2,259	\$160	\$22,321
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	34.99	\$13,697	\$1,554	\$110	\$15,361
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	159.76	\$62,536	\$7,097	\$502	\$70,134
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	110.70	\$43,331	\$4,918	\$348	\$48,596
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	343.28	\$134,373	\$15,250	\$1,078	\$150,701
Drinking Place/Bar**	936	/T.S.F.G.F.A.	42.17	\$16,507	\$1,873	\$132	\$18,513
Quick Lubrication Vehicle Shop	941	/Service Stall	28.99	\$11,347	\$1,288	\$91	\$12,726
Automobile Care Center	942	/T.S.F.G.L.A.	29.06	\$11,376	\$1,291	\$91	\$12,758
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	14.74	\$5,771	\$655	\$46	\$6,472
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	11.46	\$4,485	\$509	\$36	\$5,030
Office							
General Office Building	710	/T.S.F.G.F.A.	17.36	\$6,795	\$771	\$55	\$7,621
Medical-Dental Office Building	720	/T.S.F.G.F.A.	56.97	\$22,300	\$2,531	\$179	\$25,009
Government Office Building	730	/T.S.F.G.F.A.	108.69	\$42,544	\$4,828	\$341	\$47,713
U.S. Post Office	732	/T.S.F.G.F.A.	141.59	\$55,423	\$6,290	\$445	\$62,158
Office Park	750	/T.S.F.G.F.A.	18.01	\$7,048	\$800	\$57	\$7,905
Port/Industrial							
Truck Terminal	030	/T.S.F.G.F.A.	15.53	\$6,079	\$690	\$49	\$6,818
General Light Industrial	110	/T.S.F.G.F.A.	10.99	\$4,302	\$488	\$35	\$4,825
General Heavy Industrial	120	/T.S.F.G.F.A.	2.37	\$926	\$105	\$7	\$1,038
Manufacturing	140	/T.S.F.G.F.A.	6.02	\$2,358	\$268	\$19	\$2,644
Warehouse	150	/T.S.F.G.F.A.	7.82	\$3,061	\$347	\$25	\$3,433
Mini-Warehouse	151	/T.S.F.G.F.A.	3.94	\$1,543	\$175	\$12	\$1,731
Utilities**	170	/T.S.F.G.F.A.	9.95	\$3,893	\$442	\$31	\$4,366

* Abbreviations used in the "Unit" column:

- T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area
- T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area
- V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category, the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

5. Adjusted Cost Per Unit

Table 8 displays the final rates per unit for each land use category. Column 1 through 3 restates the ITE land use codes and categories, Column 4 restates the net adjusted trip-ends for each land use category (from Table 6). The unadjusted rate for each land use category is shown in Column 5 (from Table 7). The 2008/09 TIF Rate schedule was estimated in Column 6. The percent increase is shown in Column 7. The traffic impact adjustment factor is shown in column 8. The adjustment factor including the minimum and maximum adjustment is shown in column 9. Column 10 shows the ADJUSTED COST PER UNIT.

The Washington County Coordinating Committee and Board of County Commissioners addressed concerns regarding the new rate structure as compared to the existing Traffic Impact Fee (TIF) rate schedule. The rates were compared to the 2008/09 TIF rate schedule and adjusted to reflect the policy direction that the TDT rates to double the 2008 /09 TIF rates. The following adjustment process was used to develop the final rate schedule.

The ratio of the unadjusted costs per unit of development was compared to the 2008/09 Traffic Impact Fee rate schedule. This ratio is expressed as a percentage increase as shown in formula 8.

Formula 8

8.	Unadjusted Cost per unit	/	2008/09 TIF	=	Percent Increase from 2008/09 TIF
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An initial target adjustment factor was developed by adding 200% to the percentage increase from the 2008/09 TIF schedule and dividing by 2 (reflecting a doubling), as shown in formula 9.

Formula 9

9.	(Percent Increase from 2008/09 TIF	+ 200%)	/	2	=	ADJUSTMENT FACTOR
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Adjustment factor with minimum and maximum

The final adjustment factor applied a minimum and maximum to the ratio developed from formula 9. A maximum of 250% and a minimum of 150% were used. This adjustment accomplishes the policy goal to limit the absolute increase compared to current TIF.

The County finds that no land use subject to the TDT is being charged for 100% of their particular impact to the transportation system, and that the gap between forecasted transportation revenue and future needed transportation expenditures is huge. Also, the County recognizes that an existing TIF was in place for 18 years prior to adoption of the new TDT. The County finds that the TDT rate structure considers the existing TIF and tries to make sure that rates don't

increase too dramatically, but also tries to make sure that all land uses have a minimum level of increase above current TIF levels. The County believes it is equitable to increase all rates to at least 150% of the 2008/09 Traffic Impact fee even though this means certain land uses have a relatively higher capture rate. In no case is any land use being charged more than 100% of their particular impact to the transportation system.

ADJUSTED COST PER UNIT

The final adjusted cost per unit is determined by multiplying the 2008/09 TIF by the adjustment factor with minimum and maximum.

Formula 10

10.	2008/09 TIF	*	Final adjustment factor with minimum and maximum	=	FINAL ADJUSTED COST PER UNIT
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TABLE 8
ADJUSTED COST PER UNIT

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Land Use Category	ITE Code	Unit*	Net Adjusted Trip-Ends	Unadjusted Cost per Unit	2008/09 TIF	Percent Increase	Target adjustment factor	Final adjustment factor with minimum and maximum	ADJUSTED COST PER UNIT
Residential									
Single Family Detached	210	/dwelling unit	14.24	\$6,249	\$3,390	184%	192%	192%	\$6,515
Apartment	220	/dwelling unit	10.00	\$4,388	\$2,068	212%	206%	206%	\$4,262
Residential Condominium/Townhouse	230	/dwelling unit	8.72	\$3,827	\$1,983	193%	196%	196%	\$3,896
Manufactured Housing (in Park)	240	/dwelling unit	7.42	\$3,259	\$1,631	200%	200%	200%	\$3,260
Assisted Living	254	/bed	4.08	\$1,789	\$1,119	160%	180%	180%	\$2,013
Continuing Care Retirement	255	/unit	4.18	\$1,835	\$1,119	164%	182%	182%	\$2,036
Recreational									
Park	411	/acre	2.63	\$1,153	\$516	223%	212%	212%	\$1,092
Golf Course	430	/hole	79.74	\$35,008	\$4,632	756%	478%	250%	\$11,580
Golf Driving Range**	432	/tee	20.64	\$9,061	\$4,632	196%	198%	198%	\$9,162
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	55.31	\$24,283	\$816	2976%	1588%	250%	\$2,040
Bowling Alley	437	/lane	55.03	\$24,159	\$265	9110%	4655%	250%	\$663
Multiplex Movie Theater**	445	/screen	225.21	\$98,870	\$42,059	235%	218%	218%	\$91,494
Health/Fitness Club	492	/T.S.F.G.F.A.	54.37	\$23,869	\$2,566	930%	565%	250%	\$6,416
Recreation/Community Center	495	/T.S.F.G.F.A.	37.78	\$16,585	\$3,026	548%	374%	250%	\$7,566
Institutional/Medical									
Elementary School (Public)	520	/student	0.77	\$337	\$145	232%	216%	216%	\$314
Middle/Junior High School (Public)	522	/student	0.96	\$423	\$145	291%	246%	246%	\$357
High School (Public)	530	/student	1.91	\$837	\$196	427%	314%	250%	\$490
Private School (K-12)	536	/student	2.77	\$1,215	\$145	836%	518%	250%	\$363
Junior College	540	/student	1.34	\$588	\$219	269%	234%	234%	\$512
University/College	550	/student	2.66	\$1,166	\$340	343%	272%	250%	\$850
Church	560	/T.S.F.G.F.A.	5.42	\$2,380	\$1,508	158%	179%	179%	\$2,698
Day Care Center/Preschool	565	/student	2.67	\$1,170	\$420	279%	239%	239%	\$1,005
Library	590	/T.S.F.G.F.A.	32.13	\$14,105	\$5,605	252%	226%	226%	\$12,658
Hospital	610	/bed	18.62	\$8,175	\$1,026	797%	498%	250%	\$2,566
Nursing Home	620	/bed	3.74	\$1,641	\$353	465%	332%	250%	\$882
Clinic	630	/T.S.F.G.F.A.	49.59	\$21,770	\$7,422	293%	247%	247%	\$18,307
Commercial/Services									
Hotel/Motel	310	/room	16.45	\$7,223	\$740	977%	588%	250%	\$1,849
Building Materials/Lumber	812	/T.S.F.G.F.A.	29.34	\$12,881	\$2,601	495%	348%	250%	\$6,503
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	29.46	\$12,933	\$5,964	217%	208%	208%	\$12,430
Specialty Retail Center	814	/T.S.F.G.L.A.	23.81	\$10,454	\$3,458	302%	251%	250%	\$8,645
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	33.60	\$14,750	\$5,964	247%	224%	224%	\$13,339
Hardware/Paint Store	816	/T.S.F.G.F.A.	28.84	\$12,661	\$4,523	280%	240%	240%	\$10,853
Nursery/Garden Center	817	/T.S.F.G.F.A.	29.75	\$13,062	\$3,074	425%	312%	250%	\$7,686
Shopping Center	820	/T.S.F.G.L.A.	23.07	\$10,128	\$3,881	261%	230%	230%	\$8,945
Factory Outlet Center	823	/T.S.F.G.F.A.	14.29	\$6,272	\$3,881	162%	181%	181%	\$7,017
New Car Sales	841	/T.S.F.G.F.A.	27.49	\$12,070	\$4,039	299%	249%	249%	\$10,074
Automobile Parts Sales	843	/T.S.F.G.F.A.	34.04	\$14,942	\$3,881	385%	293%	250%	\$9,703
Tire Superstore	849	/T.S.F.G.F.A.	17.04	\$7,483	\$3,881	193%	196%	196%	\$7,622
Supermarket	850	/T.S.F.G.F.A.	43.43	\$19,068	\$8,500	224%	212%	212%	\$18,034
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	110.65	\$48,578	\$8,500	572%	386%	250%	\$21,250
Convenience Market with Fuel Pump	853	/V.F.P.	54.24	\$23,811	\$8,500	280%	240%	240%	\$20,405
Wholesale Market	860	/T.S.F.G.F.A.	4.04	\$1,772	\$3,458	51%	126%	150%	\$5,187
Discount Club	861	/T.S.F.G.F.A.	25.07	\$11,006	\$8,500	129%	165%	165%	\$14,003
Home Improvement Superstore	862	/T.S.F.G.F.A.	11.92	\$5,231	\$2,601	201%	201%	201%	\$5,216
Electronics Superstore	863	/T.S.F.G.F.A.	15.19	\$6,671	\$3,881	172%	186%	186%	\$7,216
Office Supply Superstore**	867	/T.S.F.G.F.A.	28.04	\$12,309	\$3,881	317%	259%	250%	\$9,703
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	46.14	\$20,255	\$3,881	522%	361%	250%	\$9,703
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	41.86	\$18,376	\$3,881	473%	337%	250%	\$9,703
Furniture Store	890	/T.S.F.G.F.A.	1.26	\$555	\$816	68%	134%	150%	\$1,224
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	52.79	\$23,175	\$8,500	273%	236%	236%	\$20,088
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	83.16	\$36,506	\$8,500	429%	315%	250%	\$21,250

**TABLE 8
 ADJUSTED COST PER UNIT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Land Use Category	ITE Code	Unit*	Net Adjusted Trip-Ends	Unadjusted Cost per Unit	2008/09 TIF	Percent Increase	Target adjustment factor	Final adjustment factor with minimum and maximum	ADJUSTED COST PER UNIT
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	50.84	\$22,321	\$8,128	275%	237%	237%	\$19,288
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	34.99	\$15,361	\$8,500	181%	190%	190%	\$16,180
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	159.76	\$70,134	\$8,500	825%	513%	250%	\$21,250
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	110.70	\$48,596	\$8,500	572%	386%	250%	\$21,250
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	343.28	\$150,701	\$8,500	1773%	986%	250%	\$21,250
Drinking Place/Bar**	936	/T.S.F.G.F.A.	42.17	\$18,513	\$8,128	228%	214%	214%	\$17,384
Quick Lubrication Vehicle Shop	941	/Service Stall	28.99	\$12,726	\$8,500	150%	175%	175%	\$14,863
Automobile Care Center	942	/T.S.F.G.L.A.	29.06	\$12,758	\$4,039	316%	258%	250%	\$10,098
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	14.74	\$6,472	\$8,500	76%	138%	150%	\$12,750
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	11.46	\$5,030	\$8,500	59%	130%	150%	\$12,750
Office									
General Office Building	710	/T.S.F.G.F.A.	17.36	\$7,621	\$3,026	252%	226%	226%	\$6,837
Medical-Dental Office Building	720	/T.S.F.G.F.A.	56.97	\$25,009	\$10,661	235%	217%	217%	\$23,166
Government Office Building	730	/T.S.F.G.F.A.	108.69	\$47,713	\$21,506	222%	211%	211%	\$45,363
U.S. Post Office	732	/T.S.F.G.F.A.	141.59	\$62,158	\$27,075	230%	215%	215%	\$58,154
Office Park	750	/T.S.F.G.F.A.	18.01	\$7,905	\$5,089	155%	178%	178%	\$9,041
Port/Industrial									
Truck Terminal	030	/T.S.F.G.F.A.	15.53	\$6,818	\$1,390	490%	345%	250%	\$3,476
General Light Industrial	110	/T.S.F.G.F.A.	10.99	\$4,825	\$2,209	218%	209%	209%	\$4,622
General Heavy Industrial	120	/T.S.F.G.F.A.	2.37	\$1,038	\$476	218%	209%	209%	\$995
Manufacturing	140	/T.S.F.G.F.A.	6.02	\$2,644	\$1,220	217%	208%	208%	\$2,543
Warehouse	150	/T.S.F.G.F.A.	7.82	\$3,433	\$1,547	222%	211%	211%	\$3,264
Mini-Warehouse	151	/T.S.F.G.F.A.	3.94	\$1,731	\$827	209%	205%	205%	\$1,693
Utilities**	170	/T.S.F.G.F.A.	9.95	\$4,366	\$2,209	198%	199%	199%	\$4,393

* Abbreviations used in the "Unit" column:
 T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area
 T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area
 V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category,
 the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

6. Percent of Need Recovered

Table 9 displays the percent of total future capacity need recovered by land use category. Column 1 through 3 restates the ITE land use codes and categories, Column 4 restates the net adjusted trip-ends for each land use category (from Table 6). Column 5 restates the SDC-Eligible cost per new person trip-end (from table 4). Column 6 restates the Final adjusted cost per unit (from table 6). The percent of need recovered is calculated by dividing the final adjusted cost per unit (column 7), by the net adjusted trip-ends (column 6) by the SDC Eligible cost per new person trip end (column 5).

Comparing the results of the final adjusted cost per unit to the SDC eligible cost per new person trip end ensures that no use pays more than the SDC eligible costs.

Formula 11

11.	Final adjusted cost per unit	/	Net Adjusted Trip-Ends	/	SDC Eligible Cost Per New Person Trip-End	=	Percent of need recovered
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**TABLE 9
 PERCENT OF NEED RECOVERED**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Land Use Category	ITE Code	Unit*	Net Adjusted Trip-Ends	SDC-Eligible Cost Per New Person Trip-End	Final adjusted cost per unit	PERCENT OF NEED RECOVERED
Residential						
Single Family Detached	210	/dwelling unit	14.24	\$1,560	\$6,515	29%
Apartment	220	/dwelling unit	10.00	\$1,560	\$4,262	27%
Residential Condominium/Townhouse	230	/dwelling unit	8.72	\$1,560	\$3,896	29%
Manufactured Housing (in Park)	240	/dwelling unit	7.42	\$1,560	\$3,260	28%
Assisted Living	254	/bed	4.08	\$1,560	\$2,013	32%
Continuing Care Retirement	255	/unit	4.18	\$1,560	\$2,036	31%
Recreational						
Park	411	/acre	2.63	\$1,560	\$1,092	27%
Golf Course	430	/hole	79.74	\$1,560	\$11,580	9%
Golf Driving Range**	432	/tee	20.64	\$1,560	\$9,162	28%
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	55.31	\$1,560	\$2,040	2%
Bowling Alley	437	/lane	55.03	\$1,560	\$663	1%
Multiplex Movie Theater**	445	/screen	225.21	\$1,560	\$91,494	26%
Health/Fitness Club	492	/T.S.F.G.F.A.	54.37	\$1,560	\$6,416	8%
Recreation/Community Center	495	/T.S.F.G.F.A.	37.78	\$1,560	\$7,566	13%
Institutional/Medical						
Elementary School (Public)	520	/student	0.77	\$1,560	\$314	26%
Middle/Junior High School (Public)	522	/student	0.96	\$1,560	\$357	24%
High School (Public)	530	/student	1.91	\$1,560	\$490	16%
Private School (K-12)	536	/student	2.77	\$1,560	\$363	8%
Junior College	540	/student	1.34	\$1,560	\$512	25%
University/College	550	/student	2.66	\$1,560	\$850	21%
Church	560	/T.S.F.G.F.A.	5.42	\$1,560	\$2,698	32%
Day Care Center/Preschool	565	/student	2.67	\$1,560	\$1,005	24%
Library	590	/T.S.F.G.F.A.	32.13	\$1,560	\$12,658	25%
Hospital	610	/bed	18.62	\$1,560	\$2,566	9%
Nursing Home	620	/bed	3.74	\$1,560	\$882	15%
Clinic	630	/T.S.F.G.F.A.	49.59	\$1,560	\$18,307	24%
Commercial/Services						
Hotel/Motel	310	/room	16.45	\$1,560	\$1,849	7%
Building Materials/Lumber	812	/T.S.F.G.F.A.	29.34	\$1,560	\$6,503	14%
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	29.46	\$1,560	\$12,430	27%
Specialty Retail Center	814	/T.S.F.G.L.A.	23.81	\$1,560	\$8,645	23%
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	33.60	\$1,560	\$13,339	25%
Hardware/Paint Store	816	/T.S.F.G.F.A.	28.84	\$1,560	\$10,853	24%
Nursery/Garden Center	817	/T.S.F.G.F.A.	29.75	\$1,560	\$7,686	17%
Shopping Center	820	/T.S.F.G.L.A.	23.07	\$1,560	\$8,945	25%
Factory Outlet Center	823	/T.S.F.G.F.A.	14.29	\$1,560	\$7,017	31%
New Car Sales	841	/T.S.F.G.F.A.	27.49	\$1,560	\$10,074	23%
Automobile Parts Sales	843	/T.S.F.G.F.A.	34.04	\$1,560	\$9,703	18%
Tire Superstore	849	/T.S.F.G.F.A.	17.04	\$1,560	\$7,622	29%
Supermarket	850	/T.S.F.G.F.A.	43.43	\$1,560	\$18,034	27%
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	110.65	\$1,560	\$21,250	12%
Convenience Market with Fuel Pump	853	/V.F.P.	54.24	\$1,560	\$20,405	24%
Wholesale Market	860	/T.S.F.G.F.A.	4.04	\$1,560	\$5,187	82%
Discount Club	861	/T.S.F.G.F.A.	25.07	\$1,560	\$14,003	36%
Home Improvement Superstore	862	/T.S.F.G.F.A.	11.92	\$1,560	\$5,216	28%
Electronics Superstore	863	/T.S.F.G.F.A.	15.19	\$1,560	\$7,216	30%
Office Supply Superstore**	867	/T.S.F.G.F.A.	28.04	\$1,560	\$9,703	22%
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	46.14	\$1,560	\$9,703	13%
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	41.86	\$1,560	\$9,703	15%
Furniture Store	890	/T.S.F.G.F.A.	1.26	\$1,560	\$1,224	62%
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	52.79	\$1,560	\$20,088	24%
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	83.16	\$1,560	\$21,250	16%

TABLE 9
PERCENT OF NEED RECOVERED

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Land Use Category	ITE Code	Unit*	Net Adjusted Trip-Ends	SDC-Eligible Cost Per New Person Trip-End	Final adjusted cost per unit	PERCENT OF NEED RECOVERED
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	50.84	\$1,560	\$19,288	24%
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	34.99	\$1,560	\$16,180	30%
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	159.76	\$1,560	\$21,250	9%
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	110.70	\$1,560	\$21,250	12%
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	343.28	\$1,560	\$21,250	4%
Drinking Place/Bar**	936	/T.S.F.G.F.A.	42.17	\$1,560	\$17,384	26%
Quick Lubrication Vehicle Shop	941	/Service Stall	28.99	\$1,560	\$14,863	33%
Automobile Care Center	942	/T.S.F.G.L.A.	29.06	\$1,560	\$10,098	22%
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	14.74	\$1,560	\$12,750	55%
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	11.46	\$1,560	\$12,750	71%
Office						
General Office Building	710	/T.S.F.G.F.A.	17.36	\$1,560	\$6,837	25%
Medical-Dental Office Building	720	/T.S.F.G.F.A.	56.97	\$1,560	\$23,166	26%
Government Office Building	730	/T.S.F.G.F.A.	108.69	\$1,560	\$45,363	27%
U.S. Post Office	732	/T.S.F.G.F.A.	141.59	\$1,560	\$58,154	26%
Office Park	750	/T.S.F.G.F.A.	18.01	\$1,560	\$9,041	32%
Port/Industrial						
Truck Terminal	030	/T.S.F.G.F.A.	15.53	\$1,560	\$3,476	14%
General Light Industrial	110	/T.S.F.G.F.A.	10.99	\$1,560	\$4,622	27%
General Heavy Industrial	120	/T.S.F.G.F.A.	2.37	\$1,560	\$995	27%
Manufacturing	140	/T.S.F.G.F.A.	6.02	\$1,560	\$2,543	27%
Warehouse	150	/T.S.F.G.F.A.	7.82	\$1,560	\$3,264	27%
Mini-Warehouse	151	/T.S.F.G.F.A.	3.94	\$1,560	\$1,693	28%
Utilities**	170	/T.S.F.G.F.A.	9.95	\$1,560	\$4,393	28%

* Abbreviations used in the "Unit" column:

T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area

T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area

V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category, the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

Phase-In Schedule

Table 10 displays the phase in schedule for TDT Rates. Column 1 through 3 restates the ITE land use codes and categories, Column 4 restates the 2008/09 traffic impact fee (from Table 7). Column 5 displays the inflation factor ($1.06^4 = 1.262477$). Column 6 shows the final adjustment factor with minimum and maximum (from Table 8), note three digit precision is given to help avoid rounding errors. Column 7 shows the annual increase for each use, note the cents is provided only to help avoid rounding errors. Column 8 displays the rate effective 7/1/2009. Column 9 displays the rate effective 7/1/2010. Column 10 displays the rate effective 7/1/2011. Column 11 displays the rate effective 7/1/2012.

The Washington County Coordinating Committee and Board of County Commissioners addressed concerns regarding the economic impact the new rate structure might have on current development activity by establishing a phased in rate schedule. The phase in schedule accounts for the automatic increase in the 2008/2009 Traffic Impact of six percent annually. Fully phased in by 7/1/2012 the Transportation Development Tax results in an increase from the 2008/09 TIF rates (as adjusted automatically), established by table 7 column 8 “adjustment factor”. The following formulas were used to calculate the rates shown in table 9.

2012 TDT Rate

12.	2008/09 TIF	*	1.06^4 (1.262477)	*	Adjustment factor with minimum and maximum	=	2012 TDT
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2009 TDT Rate

13.	(2012 TDT	-	2008/09 TIF)	*	0.25	+	2008/09 TIF	=	2009 TDT
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2010 TDT Rate

14.	(2012 TDT	-	2008/09 TIF)	*	0.25	+	2009 TDT	=	2010 TDT
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2011 TDT Rate

15.	(2012 TDT	-	2008/09 TIF)	*	0.25	+	2010 TDT	=	2011 TDT
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Annual Increment

16.	(2012 TDT	-	2008/09 TIF)	*	0.25
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**TABLE 10
 PHASE-IN SCHEDULE**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10	Column 11
Land Use Category	ITE Code	Unit*	2008/09 TIF	Inflation Factor (1.06 ^M)	Final adjustment factor with minimum and maximum	ANNUAL INCREMENT	7/1/2009	7/1/2010	7/1/2011	7/1/2012
Residential										
Single Family Detached	210	/dwelling unit	\$3,390	1.262477	192.174%	\$1,208.67	\$4,599	\$5,807	\$7,016	\$8,225
Apartment	220	/dwelling unit	\$2,068	1.262477	206.105%	\$828.21	\$2,896	\$3,724	\$4,553	\$5,381
Residential Condominium/Townhouse	230	/dwelling unit	\$1,983	1.262477	196.480%	\$734.02	\$2,717	\$3,451	\$4,185	\$4,919
Manufactured Housing (in Park)	240	/dwelling unit	\$1,631	1.262477	199.920%	\$621.23	\$2,252	\$2,873	\$3,494	\$4,116
Assisted Living	254	/bed	\$1,119	1.262477	179.971%	\$355.77	\$1,474	\$1,830	\$2,186	\$2,542
Continuing Care Retirement	255	/unit	\$1,119	1.262477	182.014%	\$362.99	\$1,482	\$1,845	\$2,208	\$2,571
Recreational										
Park	411	/acre	\$516	1.262477	211.665%	\$215.74	\$732	\$948	\$1,163	\$1,379
Golf Course	430	/hole	\$4,632	1.262477	250.000%	\$2,496.79	\$7,129	\$9,625	\$12,122	\$14,619
Golf Driving Range	432	/tee	\$4,632	1.262477	197.808%	\$1,733.80	\$6,366	\$8,099	\$9,833	\$11,567
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	\$816	1.262477	250.000%	\$439.86	\$1,256	\$1,696	\$2,136	\$2,575
Bowling Alley	437	/lane	\$265	1.262477	250.000%	\$142.96	\$408	\$551	\$694	\$837
Multiplex Movie Theater	445	/screen	\$42,059	1.262477	217.537%	\$18,362.49	\$60,422	\$78,784	\$97,146	\$115,509
Health/Fitness Club	492	/T.S.F.G.F.A.	\$2,566	1.262477	250.000%	\$1,383.31	\$3,950	\$5,333	\$6,716	\$8,099
Recreation/Community Center	495	/T.S.F.G.F.A.	\$3,026	1.262477	250.000%	\$1,631.38	\$4,658	\$6,289	\$7,921	\$9,552
Institutional/Medical										
Elementary School (Public)	520	/student	\$145	1.262477	216.009%	\$62.71	\$208	\$271	\$333	\$396
Middle/Junior High School (Public)	522	/student	\$145	1.262477	245.685%	\$76.31	\$222	\$298	\$374	\$450
High School (Public)	530	/student	\$196	1.262477	250.000%	\$105.65	\$302	\$407	\$513	\$619
Private School (K-12)	536	/student	\$145	1.262477	250.000%	\$78.29	\$224	\$302	\$380	\$458
Junior College	540	/student	\$219	1.262477	234.459%	\$107.09	\$326	\$433	\$540	\$647
University/College	550	/student	\$340	1.262477	250.000%	\$183.17	\$523	\$706	\$889	\$1,073
Church	560	/T.S.F.G.F.A.	\$1,508	1.262477	178.905%	\$474.47	\$1,982	\$2,457	\$2,931	\$3,406
Day Care Center/Preschool	565	/student	\$420	1.262477	239.398%	\$212.21	\$632	\$844	\$1,056	\$1,269
Library	590	/T.S.F.G.F.A.	\$5,605	1.262477	225.819%	\$2,593.76	\$8,199	\$10,793	\$13,387	\$15,980
Hospital	610	/bed	\$1,026	1.262477	250.000%	\$553.19	\$1,579	\$2,133	\$2,686	\$3,239
Nursing Home	620	/bed	\$353	1.262477	250.000%	\$190.23	\$543	\$733	\$924	\$1,114
Clinic	630	/T.S.F.G.F.A.	\$7,422	1.262477	246.647%	\$3,922.53	\$11,345	\$15,268	\$19,190	\$23,113
Commercial/Services										
Hotel/Motel	310	/room	\$740	1.262477	250.000%	\$398.63	\$1,138	\$1,537	\$1,935	\$2,334
Building Materials/Lumber	812	/T.S.F.G.F.A.	\$2,601	1.262477	250.000%	\$1,402.06	\$4,003	\$5,405	\$6,807	\$8,209
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	\$5,964	1.262477	208.434%	\$2,432.31	\$8,396	\$10,828	\$13,261	\$15,693
Specialty Retail Center	814	/T.S.F.G.L.A.	\$3,458	1.262477	250.000%	\$1,863.92	\$5,322	\$7,186	\$9,050	\$10,913
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	\$5,964	1.262477	223.666%	\$2,719.01	\$8,683	\$11,402	\$14,121	\$16,840
Hardware/Paint Store	816	/T.S.F.G.F.A.	\$4,523	1.262477	239.962%	\$2,294.74	\$6,818	\$9,112	\$11,407	\$13,702
Nursery/Garden Center	817	/T.S.F.G.F.A.	\$3,074	1.262477	250.000%	\$1,657.28	\$4,732	\$6,389	\$8,046	\$9,704
Shopping Center	820	/T.S.F.G.L.A.	\$3,881	1.262477	230.482%	\$1,853.02	\$5,734	\$7,587	\$9,440	\$11,293
Factory Outlet Center	823	/T.S.F.G.F.A.	\$3,881	1.262477	180.799%	\$1,244.43	\$5,126	\$6,370	\$7,614	\$8,859
New Car Sales	841	/T.S.F.G.F.A.	\$4,039	1.262477	249.414%	\$2,169.85	\$6,209	\$8,379	\$10,549	\$12,719
Automobile Parts Sales	843	/T.S.F.G.F.A.	\$3,881	1.262477	250.000%	\$2,092.10	\$5,973	\$8,065	\$10,157	\$12,249
Tire Superstore	849	/T.S.F.G.F.A.	\$3,881	1.262477	196.399%	\$1,435.52	\$5,317	\$6,752	\$8,188	\$9,623
Supermarket	850	/T.S.F.G.F.A.	\$8,500	1.262477	212.165%	\$3,566.88	\$12,067	\$15,634	\$19,201	\$22,768
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	\$8,500	1.262477	250.000%	\$4,581.91	\$13,082	\$17,664	\$22,246	\$26,828
Convenience Market with Fuel Pump	853	/V.F.P.	\$8,500	1.262477	240.064%	\$4,315.35	\$12,815	\$17,131	\$21,446	\$25,761
Wholesale Market	860	/T.S.F.G.F.A.	\$3,458	1.262477	150.000%	\$772.57	\$4,230	\$5,003	\$5,776	\$6,548
Discount Club	861	/T.S.F.G.F.A.	\$8,500	1.262477	164.740%	\$2,294.59	\$10,795	\$13,089	\$15,384	\$17,678
Home Improvement Superstore	862	/T.S.F.G.F.A.	\$2,601	1.262477	200.555%	\$996.15	\$3,597	\$4,593	\$5,589	\$6,586
Electronics Superstore	863	/T.S.F.G.F.A.	\$3,881	1.262477	185.938%	\$1,307.37	\$5,188	\$6,496	\$7,803	\$9,111
Office Supply Superstore	867	/T.S.F.G.F.A.	\$3,881	1.262477	250.000%	\$2,092.10	\$5,973	\$8,065	\$10,157	\$12,249
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	\$3,881	1.262477	250.000%	\$2,092.10	\$5,973	\$8,065	\$10,157	\$12,249
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	\$3,881	1.262477	250.000%	\$2,092.10	\$5,973	\$8,065	\$10,157	\$12,249
Furniture Store	890	/T.S.F.G.F.A.	\$816	1.262477	150.000%	\$182.32	\$998	\$1,181	\$1,363	\$1,545
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	\$8,500	1.262477	236.326%	\$4,215.07	\$12,715	\$16,930	\$21,145	\$25,360
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	\$8,500	1.262477	250.000%	\$4,581.91	\$13,082	\$17,664	\$22,246	\$26,828

**TABLE 10
 PHASE-IN SCHEDULE**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10	Column 11
Land Use Category	ITE Code	Unit*	2008/09 TIF	Inflation Factor (1.06 ^M)	Final adjustment factor with minimum and maximum	ANNUAL INCREMENT	7/1/2009	7/1/2010	7/1/2011	7/1/2012
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	\$8,128	1.262477	237.314%	\$4,055.78	\$12,183	\$16,239	\$20,295	\$24,351
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	\$8,500	1.262477	190.358%	\$2,981.85	\$11,482	\$14,464	\$17,446	\$20,427
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	\$8,500	1.262477	250.000%	\$4,581.91	\$13,082	\$17,664	\$22,246	\$26,828
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	\$8,500	1.262477	250.000%	\$4,581.91	\$13,082	\$17,664	\$22,246	\$26,828
Drive-Thru Restaurant (No Seating)	935	/T.S.F.G.F.A.	\$8,500	1.262477	250.000%	\$4,581.91	\$13,082	\$17,664	\$22,246	\$26,828
Drinking Place/Bar	936	/T.S.F.G.F.A.	\$8,128	1.262477	213.889%	\$3,454.88	\$11,583	\$15,037	\$18,492	\$21,947
Quick Lubrication Vehicle Shop	941	/Service Stall	\$8,500	1.262477	174.859%	\$2,566.06	\$11,066	\$13,632	\$16,198	\$18,764
Automobile Care Center	942	/T.S.F.G.L.A.	\$4,039	1.262477	250.000%	\$2,177.32	\$6,217	\$8,394	\$10,571	\$12,748
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	\$8,500	1.262477	150.000%	\$1,899.15	\$10,399	\$12,298	\$14,197	\$16,097
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	\$8,500	1.262477	150.000%	\$1,899.15	\$10,399	\$12,298	\$14,197	\$16,097
Office										
General Office Building	710	/T.S.F.G.F.A.	\$3,026	1.262477	225.911%	\$1,401.28	\$4,428	\$5,829	\$7,230	\$8,632
Medical-Dental Office Building	720	/T.S.F.G.F.A.	\$10,661	1.262477	217.293%	\$4,646.27	\$15,307	\$19,954	\$24,600	\$29,246
Government Office Building	730	/T.S.F.G.F.A.	\$21,506	1.262477	210.930%	\$8,940.86	\$30,447	\$39,388	\$48,329	\$57,270
U.S. Post Office	732	/T.S.F.G.F.A.	\$27,075	1.262477	214.787%	\$11,585.81	\$38,661	\$50,247	\$61,833	\$73,419
Office Park	750	/T.S.F.G.F.A.	\$5,089	1.262477	177.671%	\$1,581.39	\$6,670	\$8,252	\$9,833	\$11,414
Port/Industrial										
Truck Terminal	030	/T.S.F.G.F.A.	\$1,390	1.262477	250.000%	\$749.42	\$2,140	\$2,889	\$3,639	\$4,388
General Light Industrial	110	/T.S.F.G.F.A.	\$2,209	1.262477	209.180%	\$906.36	\$3,116	\$4,022	\$4,929	\$5,835
General Heavy Industrial	120	/T.S.F.G.F.A.	\$476	1.262477	209.180%	\$195.06	\$671	\$866	\$1,061	\$1,256
Manufacturing	140	/T.S.F.G.F.A.	\$1,220	1.262477	208.329%	\$497.37	\$1,718	\$2,215	\$2,713	\$3,210
Warehouse	150	/T.S.F.G.F.A.	\$1,547	1.262477	210.970%	\$643.32	\$2,190	\$2,834	\$3,477	\$4,120
Mini-Warehouse	151	/T.S.F.G.F.A.	\$827	1.262477	204.579%	\$327.38	\$1,155	\$1,482	\$1,810	\$2,137
Utilities	170	/T.S.F.G.F.A.	\$2,209	1.262477	198.810%	\$834.05	\$3,044	\$3,878	\$4,712	\$5,546

* Abbreviations used in the "Unit" column:

T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area

T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area

V.F.P. = Vehicle Fueling Position

3.0 TEMPORARY DISCOUNTS

A nationwide economic recession began in December 2007 and had a major negative impact on development activity in Washington County. The recession officially ended in June 2009 based on National Bureau of Economic Research criteria, but its effects lasted for several subsequent years.

The Board of County Commissioners (“the Board”), advised by the Washington County Coordinating Committee, responded to the recession by adopting a series of rate discounts and other mitigation measures. Several of these measures provided for temporary discounts to the TDT rates. Because the TDT is adopted as a countywide tax and an SDC under ORS Chapter 223, any modification to the methodology requires special notifications and any increase in the tax rate would require an additional ballot measure. The Board may establish discounts, and these are documented below.

A. Ordinance 729

Ordinance 729 was adopted by the Board on October 20, 2009, and became effective December 1, 2009. Ordinance 729 provided a temporary discount of the Transportation Development Tax rates during the phase-in period.

The TDT methodology was amended to add the following:

Temporary Discount Schedule

The discount schedule applies temporary discounts to reduce the TDT rates during the phase-in period, subject to Board approval in this Ordinance. The following is a summary of the discount schedule:

- 20% discount for the first year, between July 1, 2009 and June 30, 2010; retro-active for developments that pay the full TDT between July 1, 2009, and the effective date of this Ordinance.
- 10% discount between July 1, 2010 and June 30, 2011.
- 5% discount between July 1, 2011, and June 30, 2012.
- Discount is discontinued effective July 1, 2012.

Table 11 displays the discount schedule for the adopted TDT Rates. Columns 1 through 3 restate the ITE land use codes and categories. Column 4 restates the TDT rates from Table 10 for 7/1/2009 through 6/30/2010, prior to the discount. Column 5 displays the discount rates through 6/30/2010 after the discount of 20% is applied. Column 6 restates the TDT from Table 10 for 7/1/2010 through 6/30/2011 prior to the discount. Column 7 displays the discount rates for 7/1/2010 through 6/30/2011 after the 10% discount is applied. Column 8 restates the TDT from Table 10 for 7/1/2011 through 6/30/2012 prior to the discount. Column 9 displays the discount rates for 7/1/2011 through 6/30/2012 after the 5% discount is applied. Column 10 restates the TDT from Table 10 for 7/1/2012 through 6/30/2013.

The discount schedule accounts for the automatic increases of TDT annually during the phase in period. The following formulas were used to calculate the rates shown in Table 11.

Rates through 6/30/2010, Discount (20%)

TDT 7/1/2009 Rate	*	0.8	=	Discount 11/20/2009 – 6/30/2010 Rate
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Rates 7/1/2010 through 6/30/2011, Discount (10%)

TDT 7/1/2010 Rate	*	0.9	=	Discount 7/1/2010 – 6/30/2011 Rate
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Rates 7/1/2011 through 6/30/2012, Discount (5%)

TDT 7/1/2011 Rate	*	0.95	=	Discount 7/1/2011 – 6/30/2012 Rate
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**TABLE 11
 DISCOUNTED PHASE-IN SCHEDULE**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
			Rates through 6/30/2010		Rates 7/1/2010 - 6/30/2011		Rates 7/1/2011 - 6/30/2012		Rates 7/1/2012 - 6/30/2013
Land Use Category	ITE Code	Unit*	TDT Prior to Discount	With 20% Discount	TDT Prior to Discount	With 10% Discount	TDT Prior to Discount	With 5% Discount	Full Rate
Residential									
Single Family Detached	210	/dwelling unit	\$4,599	\$3,679	\$5,807	\$5,227	\$7,016	\$6,665	\$8,225
Apartment	220	/dwelling unit	\$2,896	\$2,317	\$3,724	\$3,352	\$4,553	\$4,325	\$5,381
Residential Condominium/Townhouse	230	/dwelling unit	\$2,717	\$2,174	\$3,451	\$3,106	\$4,185	\$3,976	\$4,919
Manufactured Housing (in Park)	240	/dwelling unit	\$2,252	\$1,801	\$2,873	\$2,586	\$3,494	\$3,320	\$4,116
Assisted Living	254	/bed	\$1,474	\$1,180	\$1,830	\$1,647	\$2,186	\$2,077	\$2,542
Continuing Care Retirement	255	/unit	\$1,482	\$1,185	\$1,845	\$1,660	\$2,208	\$2,097	\$2,571
Recreational									
Park	411	/acre	\$732	\$585	\$948	\$853	\$1,163	\$1,105	\$1,379
Golf Course	430	/hole	\$7,129	\$5,703	\$9,625	\$8,663	\$12,122	\$11,516	\$14,619
Golf Driving Range	432	/tee	\$6,366	\$5,093	\$8,099	\$7,289	\$9,833	\$9,342	\$11,567
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	\$1,256	\$1,005	\$1,696	\$1,526	\$2,136	\$2,029	\$2,575
Bowling Alley	437	/lane	\$408	\$327	\$551	\$496	\$694	\$659	\$837
Multiplex Movie Theater	445	/screen	\$60,422	\$48,337	\$78,784	\$70,906	\$97,146	\$92,289	\$115,509
Health/Fitness Club	492	/T.S.F.G.F.A.	\$3,950	\$3,160	\$5,333	\$4,800	\$6,716	\$6,380	\$8,099
Recreation/Community Center	495	/T.S.F.G.F.A.	\$4,658	\$3,726	\$6,289	\$5,660	\$7,921	\$7,524	\$9,552
Institutional/Medical									
Elementary School (Public)	520	/student	\$208	\$166	\$271	\$244	\$333	\$317	\$396
Middle/Junior High School (Public)	522	/student	\$222	\$177	\$298	\$268	\$374	\$355	\$450
High School (Public)	530	/student	\$302	\$241	\$407	\$367	\$513	\$487	\$619
Private School (K-12)	536	/student	\$224	\$179	\$302	\$272	\$380	\$361	\$458
Junior College	540	/student	\$326	\$261	\$433	\$389	\$540	\$513	\$647
University/College	550	/student	\$523	\$418	\$706	\$636	\$889	\$845	\$1,073
Church	560	/T.S.F.G.F.A.	\$1,982	\$1,586	\$2,457	\$2,211	\$2,931	\$2,785	\$3,406
Day Care Center/Preschool	565	/student	\$632	\$506	\$844	\$760	\$1,056	\$1,004	\$1,269
Library	590	/T.S.F.G.F.A.	\$8,199	\$6,559	\$10,793	\$9,714	\$13,387	\$12,717	\$15,980
Hospital	610	/bed	\$1,579	\$1,264	\$2,133	\$1,919	\$2,686	\$2,551	\$3,239
Nursing Home	620	/bed	\$543	\$435	\$733	\$660	\$924	\$877	\$1,114
Clinic	630	/T.S.F.G.F.A.	\$11,345	\$9,076	\$15,268	\$13,741	\$19,190	\$18,231	\$23,113
Commercial/Services									
Hotel/Motel	310	/room	\$1,138	\$911	\$1,537	\$1,383	\$1,935	\$1,839	\$2,334
Building Materials/Lumber	812	/T.S.F.G.F.A.	\$4,003	\$3,202	\$5,405	\$4,865	\$6,807	\$6,467	\$8,209
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	\$8,396	\$6,717	\$10,828	\$9,745	\$13,261	\$12,597	\$15,693
Specialty Retail Center	814	/T.S.F.G.L.A.	\$5,322	\$4,257	\$7,186	\$6,467	\$9,050	\$8,597	\$10,913
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	\$8,683	\$6,946	\$11,402	\$10,261	\$14,121	\$13,415	\$16,840
Hardware/Paint Store	816	/T.S.F.G.F.A.	\$6,818	\$5,454	\$9,112	\$8,201	\$11,407	\$10,837	\$13,702
Nursery/Garden Center	817	/T.S.F.G.F.A.	\$4,732	\$3,785	\$6,389	\$5,750	\$8,046	\$7,644	\$9,704
Shopping Center	820	/T.S.F.G.L.A.	\$5,734	\$4,587	\$7,587	\$6,828	\$9,440	\$8,968	\$11,293
Factory Outlet Center	823	/T.S.F.G.F.A.	\$5,126	\$4,100	\$6,370	\$5,733	\$7,614	\$7,234	\$8,859
New Car Sales	841	/T.S.F.G.F.A.	\$6,209	\$4,967	\$8,379	\$7,541	\$10,549	\$10,021	\$12,719
Automobile Parts Sales	843	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249
Tire Superstore	849	/T.S.F.G.F.A.	\$5,317	\$4,253	\$6,752	\$6,077	\$8,188	\$7,778	\$9,623
Supermarket	850	/T.S.F.G.F.A.	\$12,067	\$9,654	\$15,634	\$14,070	\$19,201	\$18,241	\$22,768
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828
Convenience Market with Fuel Pump	853	/V.F.P.	\$12,815	\$10,252	\$17,131	\$15,418	\$21,446	\$20,374	\$25,761
Wholesale Market	860	/T.S.F.G.F.A.	\$4,230	\$3,384	\$5,003	\$4,503	\$5,776	\$5,487	\$6,548
Discount Club	861	/T.S.F.G.F.A.	\$10,795	\$8,636	\$13,089	\$11,780	\$15,384	\$14,615	\$17,678
Home Improvement Superstore	862	/T.S.F.G.F.A.	\$3,597	\$2,878	\$4,593	\$4,134	\$5,589	\$5,310	\$6,586
Electronics Superstore	863	/T.S.F.G.F.A.	\$5,188	\$4,151	\$6,496	\$5,846	\$7,803	\$7,413	\$9,111
Office Supply Superstore	867	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249
Furniture Store	890	/T.S.F.G.F.A.	\$998	\$799	\$1,181	\$1,063	\$1,363	\$1,295	\$1,545
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	\$12,715	\$10,172	\$16,930	\$15,237	\$21,145	\$20,088	\$25,360
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	\$12,183	\$9,747	\$16,239	\$14,615	\$20,295	\$19,280	\$24,351
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	\$11,482	\$9,185	\$14,464	\$13,017	\$17,446	\$16,573	\$20,427
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828
Drive-Thru Restaurant (No Seating)	935	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828
Drinking Place/Bar	936	/T.S.F.G.F.A.	\$11,583	\$9,266	\$15,037	\$13,534	\$18,492	\$17,568	\$21,947

**TABLE 11
 DISCOUNTED PHASE-IN SCHEDULE**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
			Rates through 6/30/2010		Rates 7/1/2010 - 6/30/2011		Rates 7/1/2011 - 6/30/2012		Rates 7/1/2012 - 6/30/2013
Land Use Category	ITE Code	Unit*	TDT Prior to Discount	With 20% Discount	TDT Prior to Discount	With 10% Discount	TDT Prior to Discount	With 5% Discount	Full Rate
Quick Lubrication Vehicle Shop	941	/Service Stall	\$11,066	\$8,853	\$13,632	\$12,269	\$16,198	\$15,388	\$18,764
Automobile Care Center	942	/T.S.F.G.L.A.	\$6,217	\$4,973	\$8,394	\$7,554	\$10,571	\$10,043	\$12,748
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	\$10,399	\$8,319	\$12,298	\$11,068	\$14,197	\$13,488	\$16,097
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	\$10,399	\$8,319	\$12,298	\$11,068	\$14,197	\$13,488	\$16,097
Office									
General Office Building	710	/T.S.F.G.F.A.	\$4,428	\$3,542	\$5,829	\$5,246	\$7,230	\$6,869	\$8,632
Medical-Dental Office Building	720	/T.S.F.G.F.A.	\$15,307	\$12,246	\$19,954	\$17,958	\$24,600	\$23,370	\$29,246
Government Office Building	730	/T.S.F.G.F.A.	\$30,447	\$24,358	\$39,388	\$35,449	\$48,329	\$45,912	\$57,270
U.S. Post Office	732	/T.S.F.G.F.A.	\$38,661	\$30,929	\$50,247	\$45,222	\$61,833	\$58,741	\$73,419
Office Park	750	/T.S.F.G.F.A.	\$6,670	\$5,336	\$8,252	\$7,426	\$9,833	\$9,341	\$11,414
Port/Industrial									
Truck Terminal	030	/T.S.F.G.F.A.	\$2,140	\$1,712	\$2,889	\$2,600	\$3,639	\$3,457	\$4,388
General Light Industrial	110	/T.S.F.G.F.A.	\$3,116	\$2,493	\$4,022	\$3,620	\$4,929	\$4,682	\$5,835
General Heavy Industrial	120	/T.S.F.G.F.A.	\$671	\$536	\$866	\$779	\$1,061	\$1,008	\$1,256
Manufacturing	140	/T.S.F.G.F.A.	\$1,718	\$1,374	\$2,215	\$1,994	\$2,713	\$2,577	\$3,210
Warehouse	150	/T.S.F.G.F.A.	\$2,190	\$1,752	\$2,834	\$2,550	\$3,477	\$3,303	\$4,120
Mini-Warehouse	151	/T.S.F.G.F.A.	\$1,155	\$924	\$1,482	\$1,334	\$1,810	\$1,719	\$2,137
Utilities	170	/T.S.F.G.F.A.	\$3,044	\$2,435	\$3,878	\$3,490	\$4,712	\$4,476	\$5,546

* Abbreviations used in the "Unit" column:

T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area

T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area

V.F.P. = Vehicle Fueling Position

Note: all index adjustments per 3.17.050F

B. Ordinance 741

Ordinance 741 was adopted by the Board on July 26, 2011, and became effective August 25, 2011. Ordinance 741 amended the definition of “previous use,” allowing applicants more flexibility in claiming previous uses to offset TDT charges. Ordinance 741 affected the time period allowed for a prior use but did not change how the rates are calculated.

C. A-Engrossed Ordinance 746

A-Engrossed Ordinance 746 was adopted by the Board on January 17, 2012. Ordinance 746-A enacted a revised phase-in schedule for TDT rates and continued the discount established by Ordinance 729. Cumulatively the result was a 20% discount to TDT rates maintained at one “step” below the full rates allowed. The Ordinance also required the Board to revisit the discount in the spring of 2013 and 2014 to decide whether to continue or terminate the discount and stated that the discount would terminate automatically in July 1, 2015.

The TDT methodology was amended to add the following:

Revised Phase-In Schedule

The revised phase-in schedule extends the phase-in period, subject to Board approval in this Ordinance. The following is a summary of the phase-in schedule adjustments:

- The TDT rates effective 7/1/2011 through 6/30/2012 continue to be effective through 6/30/2015.
- Current 5% discount is continued through June 30, 2015.

Table 12 displays the revised phase-in schedule for the adopted TDT Rates. These numbers are based on table 11 of Ordinance 729. Columns 1 through 3 restate the ITE land use codes and categories. Columns 4 through 9 restate the TDT rates from Table 11 of Ordinance 729 for 6/30/2010 through 6/30/2012. Column 10 restates the full rate TDT from Table 11, column 10 for 7/1/2012 through 6/30/2013 from Ordinance 729. Columns 11, 13, and 15 display the effective rates through 7/1/2015 restated from column 9. Column 17 restates 10.

The rates in columns 11, 13, 15 and 17 could potentially be reduced based on review of the Index as described in 3.17.050.

The revised phase-in schedule accounts for the automatic increases of TDT annually during the revised phase-in period. The following formulas were used to calculate the rates shown in revised Table 12.

Rates 7/1/2012 through 6/30/2015

$$\begin{array}{l} \text{TDT} \\ \text{7/1/2011} \\ \text{TDT Rate} \\ \text{With 5\%} \\ \text{Discount} \end{array} = \begin{array}{l} \text{7/1/2012 –} \\ \text{6/30/2015 Rate} \end{array}$$

Rates 7/1/2015 through 6/30/2016

$$\begin{array}{l} \text{TDT} \\ \text{7/1/2015} \\ \text{Rate} \end{array} = \begin{array}{l} \text{Prior} \\ \text{7/1/12} \\ \text{Rate} \end{array}$$

Table 12 also displays the maximum TDT rate as adjusted by the index. The index continues to be calculated through-out the revised phase-in period. Columns 12, 14, 16 and 18 will be calculated at the appropriate time based on the index adjustments. Index adjustments will not begin until after the revised phase-in period is complete, or terminated. No more than a 10% increase based on the index is allowed.

**TABLE 12
REVISED PHASE-IN SCHEDULE**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10	Column 11	Column 12	Column 13	Column 14	Column 15	Column 16	Column 17	Column 18
			Rates through 6/30/2010		Rates 7/1/2010 - 6/30/2011		Rates 7/1/2011 - 6/30/2012		Rates 7/1/2012 - 6/30/2013		Rates 7/1/2013 - 6/30/2014		Rates 7/1/2014 - 6/30/2015		Rates 7/1/2015 - 6/30/2016		Rates 7/1/16 - 6/30/17 (to be determined on 4/30/16 based on index - but not more than 10% increase)
Land Use Category	ITE Code	Unit*	TDT Prior to Discount	With 20% Discount	TDT Prior to Discount	With 10% Discount	TDT Prior to Discount	With 5% Discount	Full Rate	Revised Phase-In	Full Rate (to be determined on 4/30/13 based on index)	Revised Phase-In	Full Rate (to be determined on 4/30/14 based on index)	Revised Phase-In	Full Rate (to be determined on 4/30/15 based on index)	Revised Phase-In	
Residential																	
Single Family Detached	210	/dwelling unit	\$4,599	\$3,679	\$5,807	\$5,227	\$7,016	\$6,665	\$8,225	\$6,665		\$6,665	\$6,665		\$8,225		
Apartment	220	/dwelling unit	\$2,896	\$2,317	\$3,724	\$3,352	\$4,553	\$4,325	\$5,381	\$4,325		\$4,325	\$4,325		\$5,381		
Residential Condominium/Townhouse	230	/dwelling unit	\$2,717	\$2,174	\$3,451	\$3,106	\$4,185	\$3,976	\$4,919	\$3,976		\$3,976	\$3,976		\$4,919		
Manufactured Housing (in Park)	240	/dwelling unit	\$2,252	\$1,801	\$2,873	\$2,586	\$3,494	\$3,320	\$4,116	\$3,320		\$3,320	\$3,320		\$4,116		
Assisted Living	254	/bed	\$1,474	\$1,180	\$1,830	\$1,647	\$2,186	\$2,077	\$2,542	\$2,077		\$2,077	\$2,077		\$2,542		
Continuing Care Retirement	255	/unit	\$1,482	\$1,185	\$1,845	\$1,660	\$2,208	\$2,097	\$2,571	\$2,097		\$2,097	\$2,097		\$2,571		
Recreational																	
Park	411	/acre	\$732	\$585	\$948	\$853	\$1,163	\$1,105	\$1,379	\$1,105		\$1,105	\$1,105		\$1,379		
Golf Course	430	/hole	\$7,129	\$5,703	\$9,625	\$8,663	\$12,122	\$11,516	\$14,619	\$11,516		\$11,516	\$11,516		\$14,619		
Golf Driving Range	432	/tee	\$6,366	\$5,093	\$8,099	\$7,289	\$9,833	\$9,342	\$11,567	\$9,342		\$9,342	\$9,342		\$11,567		
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	\$1,256	\$1,005	\$1,696	\$1,526	\$2,136	\$2,029	\$2,575	\$2,029		\$2,029	\$2,029		\$2,575		
Bowling Alley	437	/lane	\$408	\$327	\$551	\$496	\$694	\$659	\$837	\$659		\$659	\$659		\$837		
Multiplex Movie Theater	445	/screen	\$60,422	\$48,337	\$78,784	\$70,906	\$97,146	\$92,289	\$115,509	\$92,289		\$92,289	\$92,289		\$115,509		
Health/Fitness Club	492	/T.S.F.G.F.A.	\$3,950	\$3,160	\$5,333	\$4,800	\$6,716	\$6,380	\$8,099	\$6,380		\$6,380	\$6,380		\$8,099		
Recreation/Community Center	495	/T.S.F.G.F.A.	\$4,658	\$3,726	\$6,289	\$5,660	\$7,921	\$7,524	\$9,552	\$7,524		\$7,524	\$7,524		\$9,552		
Institutional/Medical																	
Elementary School (Public)	520	/student	\$208	\$166	\$271	\$244	\$333	\$317	\$396	\$317		\$317	\$317		\$396		
Middle/Junior High School (Public)	522	/student	\$222	\$177	\$298	\$268	\$374	\$355	\$450	\$355		\$355	\$355		\$450		
High School (Public)	530	/student	\$302	\$241	\$407	\$367	\$513	\$487	\$619	\$487		\$487	\$487		\$619		
Private School (K-12)	536	/student	\$224	\$179	\$302	\$272	\$380	\$361	\$458	\$361		\$361	\$361		\$458		
Junior College	540	/student	\$326	\$261	\$433	\$389	\$540	\$513	\$647	\$513		\$513	\$513		\$647		
University/College	550	/student	\$523	\$418	\$706	\$636	\$889	\$845	\$1,073	\$845		\$845	\$845		\$1,073		
Church	560	/T.S.F.G.F.A.	\$1,982	\$1,586	\$2,457	\$2,211	\$2,931	\$2,785	\$3,406	\$2,785		\$2,785	\$2,785		\$3,406		
Day Care Center/Preschool	565	/student	\$632	\$506	\$844	\$760	\$1,056	\$1,004	\$1,269	\$1,004		\$1,004	\$1,004		\$1,269		
Library	590	/T.S.F.G.F.A.	\$8,199	\$6,559	\$10,793	\$9,714	\$13,387	\$12,717	\$15,980	\$12,717		\$12,717	\$12,717		\$15,980		
Hospital	610	/bed	\$1,199	\$1,264	\$2,133	\$1,919	\$2,686	\$2,551	\$3,239	\$2,551		\$2,551	\$2,551		\$3,239		
Nursing Home	620	/bed	\$543	\$435	\$733	\$660	\$924	\$877	\$1,114	\$877		\$877	\$877		\$1,114		
Clinic	630	/T.S.F.G.F.A.	\$11,345	\$9,076	\$15,268	\$13,741	\$19,190	\$18,231	\$23,113	\$18,231		\$18,231	\$18,231		\$23,113		
Commercial/Services																	
Hotel/Motel	310	/room	\$1,138	\$911	\$1,537	\$1,383	\$1,935	\$1,839	\$2,334	\$1,839		\$1,839	\$1,839		\$2,334		
Building Materials/Lumber	812	/T.S.F.G.F.A.	\$4,003	\$3,202	\$5,405	\$4,865	\$6,807	\$6,467	\$8,209	\$6,467		\$6,467	\$6,467		\$8,209		
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	\$8,396	\$6,717	\$10,828	\$9,745	\$13,261	\$12,597	\$15,693	\$12,597		\$12,597	\$12,597		\$15,693		
Specialty Retail Center	814	/T.S.F.G.L.A.	\$5,322	\$4,257	\$7,186	\$6,467	\$9,050	\$8,597	\$10,913	\$8,597		\$8,597	\$8,597		\$10,913		
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	\$8,683	\$6,946	\$11,402	\$10,261	\$14,121	\$13,415	\$16,840	\$13,415		\$13,415	\$13,415		\$16,840		
Hardware/Paint Store	816	/T.S.F.G.F.A.	\$6,818	\$5,454	\$9,112	\$8,201	\$11,407	\$10,837	\$13,702	\$10,837		\$10,837	\$10,837		\$13,702		
Nursery/Garden Center	817	/T.S.F.G.F.A.	\$4,732	\$3,785	\$6,389	\$5,750	\$8,046	\$7,644	\$9,704	\$7,644		\$7,644	\$7,644		\$9,704		
Shopping Center	820	/T.S.F.G.L.A.	\$5,734	\$4,587	\$7,587	\$6,828	\$9,440	\$8,968	\$11,293	\$8,968		\$8,968	\$8,968		\$11,293		
Factory Outlet Center	823	/T.S.F.G.F.A.	\$5,126	\$4,100	\$6,370	\$5,733	\$7,614	\$7,234	\$8,859	\$7,234		\$7,234	\$7,234		\$8,859		
New Car Sales	841	/T.S.F.G.F.A.	\$6,209	\$4,967	\$8,379	\$7,541	\$10,549	\$10,021	\$12,719	\$10,021		\$10,021	\$10,021		\$12,719		
Automobile Parts Sales	843	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249	\$9,650		\$9,650	\$9,650		\$12,249		
Tire Superstore	849	/T.S.F.G.F.A.	\$5,317	\$4,253	\$6,752	\$6,077	\$8,188	\$7,778	\$9,623	\$7,778		\$7,778	\$7,778		\$9,623		
Supermarket	850	/T.S.F.G.F.A.	\$12,067	\$9,654	\$15,634	\$14,070	\$19,201	\$18,241	\$22,768	\$18,241		\$18,241	\$18,241		\$22,768		
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133		\$21,133	\$21,133		\$26,828		
Convenience Market with Fuel Pump	853	/V.F.P.	\$12,815	\$10,252	\$17,131	\$15,418	\$21,446	\$20,374	\$25,761	\$20,374		\$20,374	\$20,374		\$25,761		
Wholesale Market	860	/T.S.F.G.F.A.	\$4,230	\$3,384	\$5,003	\$4,503	\$5,776	\$5,487	\$6,548	\$5,487		\$5,487	\$5,487		\$6,548		
Discount Club	861	/T.S.F.G.F.A.	\$10,795	\$8,636	\$13,089	\$11,780	\$15,384	\$14,615	\$17,678	\$14,615		\$14,615	\$14,615		\$17,678		
Home Improvement Superstore	862	/T.S.F.G.F.A.	\$3,597	\$2,878	\$4,593	\$4,134	\$5,589	\$5,310	\$6,586	\$5,310		\$5,310	\$5,310		\$6,586		
Electronics Superstore	863	/T.S.F.G.F.A.	\$5,188	\$4,151	\$6,496	\$5,846	\$7,803	\$7,413	\$9,111	\$7,413		\$7,413	\$7,413		\$9,111		
Office Supply Superstore	867	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249	\$9,650		\$9,650	\$9,650		\$12,249		

**TABLE 12
 REVISED PHASE-IN SCHEDULE**

Column 1 Land Use Category	Column 2 ITE Code	Column 3 Unit*	Column 4 Rates through 6/30/2010		Column 5 Rates 7/1/2010 - 6/30/2011		Column 6 Rates 7/1/2011 - 6/30/2012		Column 7 Rates 7/1/2012 - 6/30/2013		Column 8 Rates 7/1/2013 - 6/30/2014		Column 9 Rates 7/1/2014 - 6/30/2015		Column 10 Rates 7/1/2015 - 6/30/2016		Column 11 Rates 7/1/16 - 6/30/17 (to be determined on 4/30/16 based on index - but not more than 10% increase)	
			TDT Prior to Discount	With 20% Discount	TDT Prior to Discount	With 10% Discount	TDT Prior to Discount	With 5% Discount	Full Rate	Revised Phase-In	Full Rate (to be determined on 4/30/13 based on index)	Revised Phase-In	Full Rate (to be determined on 4/30/14 based on index)	Revised Phase-In	Full Rate (to be determined on 4/30/15 based on index)	Revised Phase-In	Full Rate (to be determined on 4/30/16 based on index)	Revised Phase-In
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249	\$9,650	\$9,650	\$9,650	\$12,249	\$9,650	\$12,249	\$12,249	\$12,249	
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249	\$9,650	\$9,650	\$9,650	\$12,249	\$9,650	\$12,249	\$12,249	\$12,249	
Furniture Store	890	/T.S.F.G.F.A.	\$998	\$799	\$1,181	\$1,063	\$1,363	\$1,295	\$1,545	\$1,295	\$1,295	\$1,295	\$1,545	\$1,295	\$1,545	\$1,545	\$1,545	
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	\$12,715	\$10,172	\$16,930	\$15,237	\$21,145	\$20,088	\$25,360	\$20,088	\$20,088	\$20,088	\$25,360	\$20,088	\$25,360	\$25,360	\$25,360	
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133	\$21,133	\$21,133	\$26,828	\$21,133	\$26,828	\$26,828	\$26,828	
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	\$12,183	\$9,747	\$16,239	\$14,615	\$20,295	\$19,280	\$24,351	\$19,280	\$19,280	\$19,280	\$24,351	\$19,280	\$24,351	\$24,351	\$24,351	
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	\$11,482	\$9,185	\$14,464	\$13,017	\$17,446	\$16,573	\$20,427	\$16,573	\$16,573	\$16,573	\$20,427	\$16,573	\$20,427	\$20,427	\$20,427	
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133	\$21,133	\$21,133	\$26,828	\$21,133	\$26,828	\$26,828	\$26,828	
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133	\$21,133	\$21,133	\$26,828	\$21,133	\$26,828	\$26,828	\$26,828	
Drive-Thru Restaurant (No Seating)	935	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133	\$21,133	\$21,133	\$26,828	\$21,133	\$26,828	\$26,828	\$26,828	
Drinking Place/Bar	936	/T.S.F.G.F.A.	\$11,583	\$9,266	\$15,037	\$13,534	\$18,492	\$17,568	\$21,947	\$17,568	\$17,568	\$17,568	\$21,947	\$17,568	\$21,947	\$21,947	\$21,947	
Quick Lubrication Vehicle Shop	941	/Service Stall	\$11,066	\$8,853	\$13,632	\$12,269	\$16,198	\$15,388	\$18,764	\$15,388	\$15,388	\$15,388	\$18,764	\$15,388	\$18,764	\$18,764	\$18,764	
Automobile Care Center	942	/T.S.F.G.L.A.	\$6,217	\$4,973	\$8,394	\$7,554	\$10,571	\$10,043	\$12,748	\$10,043	\$10,043	\$10,043	\$12,748	\$10,043	\$12,748	\$12,748	\$12,748	
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	\$10,399	\$8,319	\$12,298	\$11,068	\$14,197	\$13,488	\$16,097	\$13,488	\$13,488	\$13,488	\$16,097	\$13,488	\$16,097	\$16,097	\$16,097	
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	\$10,399	\$8,319	\$12,298	\$11,068	\$14,197	\$13,488	\$16,097	\$13,488	\$13,488	\$13,488	\$16,097	\$13,488	\$16,097	\$16,097	\$16,097	
Office																		
General Office Building	710	/T.S.F.G.F.A.	\$4,428	\$3,542	\$5,829	\$5,246	\$7,230	\$6,869	\$8,632	\$6,869	\$6,869	\$6,869	\$8,632	\$6,869	\$8,632	\$8,632	\$8,632	
Medical-Dental Office Building	720	/T.S.F.G.F.A.	\$15,307	\$12,246	\$19,954	\$17,958	\$24,600	\$23,370	\$29,246	\$23,370	\$23,370	\$23,370	\$29,246	\$23,370	\$29,246	\$29,246	\$29,246	
Government Office Building	730	/T.S.F.G.F.A.	\$30,447	\$24,358	\$39,388	\$35,449	\$48,329	\$45,912	\$57,270	\$45,912	\$45,912	\$45,912	\$57,270	\$45,912	\$57,270	\$57,270	\$57,270	
U.S. Post Office	732	/T.S.F.G.F.A.	\$38,661	\$30,929	\$50,247	\$45,222	\$61,833	\$58,741	\$73,419	\$58,741	\$58,741	\$58,741	\$73,419	\$58,741	\$73,419	\$73,419	\$73,419	
Office Park	750	/T.S.F.G.F.A.	\$6,670	\$5,336	\$8,252	\$7,426	\$9,833	\$9,341	\$11,414	\$9,341	\$9,341	\$9,341	\$11,414	\$9,341	\$11,414	\$11,414	\$11,414	
Port/Industrial																		
Truck Terminal	030	/T.S.F.G.F.A.	\$2,140	\$1,712	\$2,889	\$2,600	\$3,639	\$3,457	\$4,388	\$3,457	\$3,457	\$3,457	\$4,388	\$3,457	\$4,388	\$4,388	\$4,388	
General Light Industrial	110	/T.S.F.G.F.A.	\$3,116	\$2,493	\$4,022	\$3,620	\$4,929	\$4,682	\$5,835	\$4,682	\$4,682	\$4,682	\$5,835	\$4,682	\$5,835	\$5,835	\$5,835	
General Heavy Industrial	120	/T.S.F.G.F.A.	\$671	\$536	\$866	\$779	\$1,061	\$1,008	\$1,256	\$1,008	\$1,008	\$1,008	\$1,256	\$1,008	\$1,256	\$1,256	\$1,256	
Manufacturing	140	/T.S.F.G.F.A.	\$1,718	\$1,374	\$2,215	\$1,994	\$2,713	\$2,577	\$3,210	\$2,577	\$2,577	\$2,577	\$3,210	\$2,577	\$3,210	\$3,210	\$3,210	
Warehouse	150	/T.S.F.G.F.A.	\$2,190	\$1,752	\$2,834	\$2,550	\$3,477	\$3,303	\$4,120	\$3,303	\$3,303	\$3,303	\$4,120	\$3,303	\$4,120	\$4,120	\$4,120	
Mini-Warehouse	151	/T.S.F.G.F.A.	\$1,155	\$924	\$1,482	\$1,334	\$1,810	\$1,719	\$2,137	\$1,719	\$1,719	\$1,719	\$2,137	\$1,719	\$2,137	\$2,137	\$2,137	
Utilities	170	/T.S.F.G.F.A.	\$3,044	\$2,435	\$3,878	\$3,490	\$4,712	\$4,476	\$5,546	\$4,476	\$4,476	\$4,476	\$5,546	\$4,476	\$5,546	\$5,546	\$5,546	

* Abbreviations used in the "Unit" column:
 T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area
 T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area
 V.F.P. = Vehicle Fueling Position

Note: all index adjustments per 3.17.050F

D. Ordinance 751

Ordinance 751 was adopted by the Board on June 19, 2012 and became effective July 19, 2012. Ordinance 751 established a temporary 50% or 75% discount on TDT charges for changing the use of previously-occupied buildings to certain commercial and industrial uses. Discounts were limited to 5,000 square feet of floor area, and are calculated at 50% for buildings three years or older, and 75% for buildings 20 years and older. The discount was proposed to expire on July 1, 2015.

E. A-Engrossed Ordinance 793

A-Engrossed Ordinance 793 was presented to the Board in August 2014 in response to improved, but still uncertain, economic conditions. Ordinance 793-A:

- Terminates the temporary TDT rate discount that had been established by Ordinance 729 in 2009, extended by Ordinance 746-A in 2012, and continued through Board resolutions in 2013 and 2014. Without Board action, the discount would have terminated July 1, 2015. Because the rate discount was temporary, terminating the discount does not adjust the methodology.
- Allows an applicant who obtains a building permit and defers TDT payment until issuance of an occupancy permit, to pay TDT based on the rates in effect at the time of building permit issuance, instead of the rates in effect at the time of occupancy.
- Makes the Change-in-Use Discount established by Ordinance 751 permanent. The discount was previously set to expire on July 1, 2015.

Table 13 documents all TDT rates charged from July 1, 2009 through September 30, 2014, based on the above temporary discounts. On October 1, 2014, TDT rates will be fully phased-in. The Change-in-Use Discount will become permanent and no other discounts shall be in effect. The rates will continue to change annually based on the Construction Cost Index described in County Code Chapter 3.17.

The most up-to-date TDT rate table is found in Appendix B.

TABLE 13
REVISED PHASE-IN SCHEDULE 2009-2014

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10	Column 11	Column 12	Column 13	Column 14	Column 15	Column 16	Column 17	Column 18	
			July 1, 2009 - June 30, 2010	July 1, 2010 - June 30, 2011	July 1, 2011 - June 30, 2012	July 1, 2012 - June 30, 2013	July 1, 2013 - June 30, 2014	July 1, 2014 - Sept. 30, 2014	October 1, 2014 - June 30, 2015	July 1, 2015 - June 30, 2016	July 1, 2016 - June 30, 2017							
Land Use Category	ITE Code	Unit*	Phase-in rate prior to Ord. 729 discount	With 20% discount	Phase-in rate without Ord. 729 discount	With 10% discount	Phase-in rate without Ord. 729 discount	With 5% discount	Full rate without Ord. 746-A discount continuation	With continued discount	Full rate based on index without Ord. 746-A discount continuation	With continued discount	Full rate based on index without Ord. 746-A discount continuation	With continued discount	Full rate based on index (Ord. 793-A ends discount)	Full rate based on index (to be determined on 4/30/15)	Full rate based on index (to be determined on 4/30/16, no more than 10% increase)	
Residential																		
Single Family Detached	210	dwelling unit	\$4,599	\$3,679	\$5,807	\$5,227	\$7,016	\$6,665	\$8,225	\$6,665	\$8,133	\$6,665	\$8,036	\$6,665	\$8,036			
Apartment	220	dwelling unit	\$2,896	\$2,317	\$3,724	\$3,352	\$4,553	\$4,325	\$5,381	\$4,325	\$5,321	\$4,325	\$5,257	\$4,325	\$5,257			
Residential Condominium/Townhouse	230	dwelling unit	\$2,717	\$2,174	\$3,451	\$3,106	\$4,185	\$3,976	\$4,919	\$3,976	\$4,864	\$3,976	\$4,806	\$3,976	\$4,806			
Manufactured Housing (in Park)	240	dwelling unit	\$2,252	\$1,801	\$2,873	\$2,586	\$3,494	\$3,320	\$4,116	\$3,320	\$4,070	\$3,320	\$4,021	\$3,320	\$4,021			
Assisted Living	254	bed	\$1,474	\$1,180	\$1,830	\$1,647	\$2,186	\$2,077	\$2,542	\$2,077	\$2,514	\$2,077	\$2,483	\$2,077	\$2,483			
Continuing Care Retirement	255	unit	\$1,482	\$1,185	\$1,845	\$1,660	\$2,208	\$2,097	\$2,571	\$2,097	\$2,542	\$2,097	\$2,512	\$2,097	\$2,512			
Recreational																		
Park	411	acre	\$732	\$585	\$948	\$853	\$1,163	\$1,105	\$1,379	\$1,105	\$1,364	\$1,105	\$1,347	\$1,105	\$1,347			
Golf Course	430	hole	\$7,129	\$5,703	\$9,625	\$8,663	\$12,122	\$11,516	\$14,619	\$11,516	\$14,456	\$11,516	\$14,284	\$11,516	\$14,284			
Golf Driving Range	432	tee	\$6,366	\$5,093	\$8,099	\$7,289	\$9,833	\$9,342	\$11,567	\$9,342	\$11,438	\$9,342	\$11,302	\$9,342	\$11,302			
Multipurpose Recreational/Arcade	435	TSFGFA	\$1,256	\$1,005	\$1,696	\$1,526	\$2,136	\$2,029	\$2,575	\$2,029	\$2,547	\$2,029	\$2,516	\$2,029	\$2,516			
Bowling Alley	437	lane	\$408	\$327	\$551	\$496	\$694	\$659	\$837	\$659	\$828	\$659	\$818	\$659	\$818			
Multiplex Movie Theater	445	screen	\$60,422	\$48,337	\$78,784	\$70,906	\$97,146	\$92,289	\$115,509	\$92,289	\$114,223	\$92,289	\$112,858	\$92,289	\$112,858			
Health/Fitness Club	492	TSFGFA	\$3,950	\$3,160	\$5,333	\$4,800	\$6,716	\$6,380	\$8,009	\$6,380	\$8,009	\$6,380	\$8,009	\$6,380	\$8,009			
Recreation/Community Center	495	TSFGFA	\$4,658	\$3,726	\$6,289	\$5,660	\$7,921	\$7,524	\$9,552	\$7,524	\$9,446	\$7,524	\$9,333	\$7,524	\$9,333			
Institutional/Medical																		
Elementary School (Public)	520	student	\$208	\$166	\$271	\$244	\$333	\$317	\$396	\$317	\$392	\$317	\$387	\$317	\$387			
Middle/Junior High School (Public)	522	student	\$222	\$177	\$298	\$268	\$374	\$355	\$450	\$355	\$445	\$355	\$440	\$355	\$440			
High School (Public)	530	student	\$302	\$241	\$407	\$367	\$513	\$487	\$619	\$487	\$612	\$487	\$604	\$487	\$604			
Private School (K-12)	536	student	\$224	\$179	\$302	\$272	\$380	\$361	\$458	\$361	\$453	\$361	\$448	\$361	\$448			
Junior College	540	student	\$326	\$261	\$433	\$389	\$540	\$513	\$647	\$513	\$640	\$513	\$632	\$513	\$632			
University/College	550	student	\$523	\$418	\$706	\$636	\$889	\$845	\$1,073	\$845	\$1,061	\$845	\$1,048	\$845	\$1,048			
Church	560	TSFGFA	\$1,982	\$1,586	\$2,457	\$2,211	\$2,931	\$2,785	\$3,406	\$2,785	\$3,368	\$2,785	\$3,328	\$2,785	\$3,328			
Day Care Center/Preschool	565	student	\$632	\$506	\$844	\$760	\$1,056	\$1,004	\$1,269	\$1,004	\$1,254	\$1,004	\$1,239	\$1,004	\$1,239			
Library	590	TSFGFA	\$8,199	\$6,559	\$10,793	\$9,714	\$13,387	\$12,717	\$15,980	\$12,717	\$15,803	\$12,717	\$15,614	\$12,717	\$15,614			
Hospital	610	bed	\$1,579	\$1,264	\$2,133	\$1,919	\$2,686	\$2,551	\$3,239	\$2,551	\$3,203	\$2,551	\$3,165	\$2,551	\$3,165			
Nursing Home	620	bed	\$543	\$435	\$733	\$660	\$924	\$877	\$1,114	\$877	\$1,101	\$877	\$1,088	\$877	\$1,088			
Clinic	630	TSFGFA	\$11,345	\$9,076	\$15,268	\$13,741	\$19,190	\$18,231	\$23,113	\$18,231	\$22,855	\$18,231	\$22,582	\$18,231	\$22,582			
Commercial/Services																		
Hotel/Motel	310	room	\$1,138	\$911	\$1,537	\$1,383	\$1,935	\$1,839	\$2,334	\$1,839	\$2,308	\$1,839	\$2,280	\$1,839	\$2,280			
Building Materials/Lumber	812	TSFGFA	\$4,003	\$3,202	\$5,405	\$4,865	\$6,807	\$6,467	\$8,209	\$6,467	\$8,118	\$6,467	\$8,021	\$6,467	\$8,021			
Free-Standing Discount Superstore with Groceries	813	TSFGFA	\$8,396	\$6,717	\$10,828	\$9,745	\$13,261	\$12,597	\$15,693	\$12,597	\$15,518	\$12,597	\$15,333	\$12,597	\$15,333			
Specialty Retail Center	814	TSFGFA	\$5,322	\$4,257	\$7,186	\$6,467	\$9,050	\$8,597	\$10,913	\$8,597	\$10,792	\$8,597	\$10,663	\$8,597	\$10,663			
Free-Standing Discount Store without Groceries	815	TSFGFA	\$8,683	\$6,946	\$11,402	\$10,261	\$14,121	\$13,415	\$16,840	\$13,415	\$16,652	\$13,415	\$16,453	\$13,415	\$16,453			
Hardware/Paint Store	816	TSFGFA	\$6,818	\$5,454	\$9,112	\$8,201	\$11,407	\$10,837	\$13,702	\$10,837	\$13,549	\$10,837	\$13,387	\$10,837	\$13,387			
Nursery/Garden Center	817	TSFGFA	\$4,732	\$3,785	\$6,389	\$5,750	\$8,046	\$7,644	\$9,704	\$7,644	\$9,596	\$7,644	\$9,481	\$7,644	\$9,481			
Shopping Center	820	TSFGFA	\$5,734	\$4,587	\$7,587	\$6,828	\$9,440	\$8,968	\$11,293	\$8,968	\$11,167	\$8,968	\$11,034	\$8,968	\$11,034			
Factory Outlet Center	823	TSFGFA	\$5,126	\$4,100	\$6,370	\$5,733	\$7,614	\$7,234	\$8,859	\$7,234	\$8,760	\$7,234	\$8,656	\$7,234	\$8,656			
New Car Sales	841	TSFGFA	\$6,209	\$4,967	\$8,379	\$7,541	\$10,549	\$10,021	\$12,719	\$10,021	\$12,577	\$10,021	\$12,427	\$10,021	\$12,427			
Automobile Parts Sales	843	TSFGFA	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249	\$9,650	\$12,113	\$9,650	\$11,968	\$9,650	\$11,968			
Tire Superstore	849	TSFGFA	\$5,317	\$4,253	\$6,752	\$6,077	\$8,188	\$7,778	\$9,623	\$7,778	\$9,516	\$7,778	\$9,402	\$7,778	\$9,402			
Supermarket	850	TSFGFA	\$12,067	\$9,654	\$15,634	\$14,070	\$19,201	\$18,241	\$22,768	\$18,241	\$22,514	\$18,241	\$22,245	\$18,241	\$22,245			
Convenience Market (24-hour)	851	TSFGFA	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133	\$26,529	\$21,133	\$26,212	\$21,133	\$26,212			
Convenience Market with Fuel Pump	853	VFP	\$12,815	\$10,252	\$17,131	\$15,418	\$21,446	\$20,374	\$25,761	\$20,374	\$25,475	\$20,374	\$25,170	\$20,374	\$25,170			
Wholesale Market	860	TSFGFA	\$4,230	\$3,384	\$5,003	\$4,503	\$5,776	\$5,487	\$6,548	\$5,487	\$6,475	\$5,487	\$6,398	\$5,487	\$6,398			
Discount Club	861	TSFGFA	\$10,795	\$8,636	\$13,089	\$11,780	\$15,384	\$14,615	\$17,678	\$14,615	\$17,482	\$14,615	\$17,273	\$14,615	\$17,273			
Home Improvement Superstore	862	TSFGFA	\$3,597	\$2,878	\$4,593	\$4,134	\$5,589	\$5,310	\$6,586	\$5,310	\$6,512	\$5,310	\$6,434	\$5,310	\$6,434			
Electronics Superstore	863	TSFGFA	\$5,188	\$4,151	\$6,496	\$5,846	\$7,803	\$7,413	\$9,111	\$7,413	\$9,009	\$7,413	\$8,902	\$7,413	\$8,902			
Office Supply Superstore	867	TSFGFA	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249	\$9,650	\$12,113	\$9,650	\$11,968	\$9,650	\$11,968			
Pharmacy/Drugstore without Drive-Thru Window	880	TSFGFA	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249	\$9,650	\$12,113	\$9,650	\$11,968	\$9,650	\$11,968			
Pharmacy/Drugstore with Drive-Thru Window	881	TSFGFA	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249	\$9,650	\$12,113	\$9,650	\$11,968	\$9,650	\$11,968			
Furniture Store	890	TSFGFA	\$998	\$799	\$1,181	\$1,063	\$1,363	\$1,295	\$1,545	\$1,295	\$1,528	\$1,295	\$1,510	\$1,295	\$1,510			
Bank/Savings; Walk-in	911	TSFGFA	\$12,715	\$10,172	\$16,930	\$15,237	\$21,145	\$20,088	\$25,360	\$20,088	\$25,078	\$20,088	\$24,778	\$20,088	\$24,778			
Bank/Savings; Drive-in	912	TSFGFA	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133	\$26,529	\$21,133	\$26,212	\$21,133	\$26,212			
Quality Restaurant (not a chain)	931	TSFGFA	\$12,183	\$9,747	\$16,239	\$14,615	\$20,295	\$19,280	\$24,351	\$19,280	\$24,080	\$19,280	\$23,792	\$19,280	\$23,792			
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	TSFGFA	\$11,482	\$9,185	\$14,464	\$13,017	\$17,446	\$16,573	\$20,427	\$16,573	\$20,200	\$16,573	\$19,959	\$16,573	\$19,959			
Fast Food Restaurant (No Drive-Thru)	933	TSFGFA	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133	\$26,529	\$21,133	\$26,212	\$21,133	\$26,212			
Fast Food Restaurant (With Drive-Thru)	934	TSFGFA	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133	\$26,529	\$21,133	\$26,212	\$21,133	\$26,212			
Drive-Thru Restaurant (No Seating)	935	TSFGFA	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828	\$21,133	\$26,529	\$21,133	\$26,212	\$21,133	\$26,212			
Drinking Place/Bar	936	TSFGFA	\$11,583	\$9,266	\$15,037	\$13,534	\$18,492	\$17,568	\$21,947	\$17,568	\$21,703	\$17,568	\$21,444	\$17,568	\$21,444			
Quick Lubrication Vehicle Shop	941	Service Stall	\$11,066	\$8,853	\$13,632	\$12,269	\$16,198	\$15,388	\$18,764	\$15,388	\$18,555	\$15,388	\$18,334	\$15,388	\$18,334			

Automobile Care Center	942	TSGLA	\$6,217	\$4,973	\$8,394	\$7,554	\$10,571	\$10,043	\$12,748	\$10,043	\$12,607	\$10,043	\$12,456	\$10,043	\$12,456		
Gasoline/Service Station (no Market or Car Wash)	944	VFP	\$10,399	\$8,319	\$12,298	\$11,068	\$14,197	\$13,488	\$16,097	\$13,488	\$15,917	\$13,488	\$15,727	\$13,488	\$15,727		
Gasoline/Service Station (with Market and Car Wash)	946	VFP	\$10,399	\$8,319	\$12,298	\$11,068	\$14,197	\$13,488	\$16,097	\$13,488	\$15,917	\$13,488	\$15,727	\$13,488	\$15,727		
Office																	
General Office Building	710	TSGFA	\$4,428	\$3,542	\$5,829	\$5,246	\$7,230	\$6,869	\$8,632	\$6,869	\$8,535	\$6,869	\$8,433	\$6,869	\$8,433		
Medical-Dental Office Building	720	TSGFA	\$15,307	\$12,246	\$19,954	\$17,958	\$24,600	\$23,370	\$29,246	\$23,370	\$28,921	\$23,370	\$28,575	\$23,370	\$28,575		
Government Office Building	730	TSGFA	\$30,447	\$24,358	\$39,388	\$35,449	\$48,329	\$45,912	\$57,270	\$45,912	\$56,632	\$45,912	\$55,955	\$45,912	\$55,955		
U.S. Post Office	732	TSGFA	\$38,661	\$30,929	\$50,247	\$45,222	\$61,833	\$58,741	\$73,419	\$58,741	\$72,601	\$58,741	\$71,734	\$58,741	\$71,734		
Office Park	750	TSGFA	\$6,670	\$5,336	\$8,252	\$7,426	\$9,833	\$9,341	\$11,414	\$9,341	\$11,287	\$9,341	\$11,152	\$9,341	\$11,152		
Port/Industrial																	
Truck Terminal	030	TSGFA	\$2,140	\$1,712	\$2,889	\$2,600	\$3,639	\$3,457	\$4,388	\$3,457	\$4,339	\$3,457	\$4,287	\$3,457	\$4,287		
General Light Industrial	110	TSGFA	\$3,116	\$2,493	\$4,022	\$3,620	\$4,929	\$4,682	\$5,835	\$4,682	\$5,770	\$4,682	\$5,701	\$4,682	\$5,701		
General Heavy Industrial	120	TSGFA	\$671	\$536	\$866	\$779	\$1,061	\$1,008	\$1,256	\$1,008	\$1,242	\$1,008	\$1,227	\$1,008	\$1,227		
Manufacturing	140	TSGFA	\$1,718	\$1,374	\$2,215	\$1,994	\$2,713	\$2,577	\$3,210	\$2,577	\$3,174	\$2,577	\$3,136	\$2,577	\$3,136		
Warehouse	150	TSGFA	\$2,190	\$1,752	\$2,834	\$2,550	\$3,477	\$3,303	\$4,120	\$3,303	\$4,074	\$3,303	\$4,026	\$3,303	\$4,026		
Mini-Warehouse	151	TSGFA	\$1,155	\$924	\$1,482	\$1,334	\$1,810	\$1,719	\$2,137	\$1,719	\$2,113	\$1,719	\$2,088	\$1,719	\$2,088		
Utilities	170	TSGFA	\$3,044	\$2,435	\$3,878	\$3,490	\$4,712	\$4,476	\$5,546	\$4,476	\$5,484	\$4,476	\$5,418	\$4,476	\$5,418		

* Abbreviations used in the "Unit" column:

TSGFA = Thousand Square Feet Gross Floor Area

TSGLA = Thousand Square Feet Gross Leaseable Area

VFP = Vehicle Fueling Position

Note: all index adjustments per 3.17.050F

TRANSPORTATION DEVELOPMENT TAX RATE SCHEDULE

Land Use Category	ITE Code	Unit*	Rates 7/1/2021 - 6/30/2022
Residential			
Single Family Detached	210	/dwelling unit	\$9,623
Apartment	220	/dwelling unit	\$6,296
Residential Condominium/Townhouse	230	/dwelling unit	\$5,756
Manufactured Housing (in Park)	240	/dwelling unit	\$4,815
Assisted Living	254	/bed	\$2,975
Continuing Care Retirement	255	/unit	\$3,008
Recreational			
Park	411	/acre	\$1,614
Golf Course	430	/hole	\$17,106
Golf Driving Range	432	/tee	\$13,534
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	\$3,013
Bowling Alley	437	/lane	\$980
Multiplex Movie Theater	445	/screen	\$135,158
Health/Fitness Club	492	/T.S.F.G.F.A.	\$9,477
Recreation/Community Center	495	/T.S.F.G.F.A.	\$11,177
Institutional/Medical			
Elementary School (Public)	520	/student	\$464
Middle/Junior High School (Public)	522	/student	\$526
High School (Public)	530	/student	\$724
Private School (K-12)	536	/student	\$537
Junior College	540	/student	\$757
University/College	550	/student	\$1,254
Church	560	/T.S.F.G.F.A.	\$3,986
Day Care Center/Preschool	565	/student	\$1,484
Library	590	/T.S.F.G.F.A.	\$18,699
Hospital	610	/bed	\$3,791
Nursing Home	620	/bed	\$1,303
Clinic	630	/T.S.F.G.F.A.	\$27,044
Commercial/Services			
Hotel/Motel	310	/room	\$2,732
Building Materials/Lumber	812	/T.S.F.G.F.A.	\$9,606
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	\$18,362
Specialty Retail Center	814	/T.S.F.G.L.A.	\$12,770
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	\$19,704
Hardware/Paint Store	816	/T.S.F.G.F.A.	\$16,033
Nursery/Garden Center	817	/T.S.F.G.F.A.	\$11,353
Shopping Center	820	/T.S.F.G.L.A.	\$13,215
Factory Outlet Center	823	/T.S.F.G.F.A.	\$10,366
New Car Sales	841	/T.S.F.G.F.A.	\$14,882
Automobile Parts Sales	843	/T.S.F.G.F.A.	\$14,333
Tire Superstore	849	/T.S.F.G.F.A.	\$11,261
Supermarket	850	/T.S.F.G.F.A.	\$26,640
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	\$31,391
Convenience Market with Fuel Pump	853	/V.F.P.	\$30,143
Wholesale Market	860	/T.S.F.G.F.A.	\$7,662
Discount Club	861	/T.S.F.G.F.A.	\$20,686
Home Improvement Superstore	862	/T.S.F.G.F.A.	\$7,706

TRANSPORTATION DEVELOPMENT TAX RATE SCHEDULE

Land Use Category	ITE Code	Unit*	Rates 7/1/2021 - 6/30/2022
Electronics Superstore	863	/T.S.F.G.F.A.	\$10,661
Office Supply Superstore	867	/T.S.F.G.F.A.	\$14,333
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	\$14,333
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	\$14,333
Furniture Store	890	/T.S.F.G.F.A.	\$1,809
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	\$29,674
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	\$31,391
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	\$28,492
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	\$23,901
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	\$31,391
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	\$31,391
Drive-Thru Restaurant (No Seating)	935	/T.S.F.G.F.A.	\$31,391
Drinking Place/Bar	936	/T.S.F.G.F.A.	\$25,681
Quick Lubrication Vehicle Shop	941	/Service Stall	\$21,956
Automobile Care Center	942	/T.S.F.G.L.A.	\$14,917
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	\$18,835
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	\$18,835
Office			
General Office Building	710	/T.S.F.G.F.A.	\$10,100
Medical-Dental Office Building	720	/T.S.F.G.F.A.	\$34,220
Government Office Building	730	/T.S.F.G.F.A.	\$67,011
U.S. Post Office	732	/T.S.F.G.F.A.	\$85,907
Office Park	750	/T.S.F.G.F.A.	\$13,356
Port/Industrial			
Truck Terminal	030	/T.S.F.G.F.A.	\$5,134
General Light Industrial	110	/T.S.F.G.F.A.	\$6,827
General Heavy Industrial	120	/T.S.F.G.F.A.	\$1,469
Manufacturing	140	/T.S.F.G.F.A.	\$3,756
Warehouse	150	/T.S.F.G.F.A.	\$4,822
Mini-Warehouse	151	/T.S.F.G.F.A.	\$2,500
Utilities	170	/T.S.F.G.F.A.	\$6,489

* Abbreviations used in the "Unit" column:

T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area

T.S.F.G.L.A. = Thousand Square Feet Gross Leasable Area

V.F.P. = Vehicle Fueling Position

Note: all index adjustments per 3.17.050F

Transportation Development Tax Road Project List Amended

Appendix C: Road Project List
Ordinance 691-A as amended
R+O 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost	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
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
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
2503	Banks	New Collector (East Banks)	Banks Road	Aerts Rd (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					\$ 37,200,000			\$ 37,200,000		\$ 37,200,000	
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
2001	Beaverton	120th	Center	Canyon	Construct 2-lane multimodal	\$ 9,825,600	100%			\$ 9,825,600	100%	\$ 9,825,600	2014-2024
2002	Beaverton	125th	Brockman	Hall	Extend 2-lane multimodal	\$ 15,345,600	100%			\$ 15,345,600	100%	\$ 15,345,600	2014-2024
2003	Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	\$ 6,955,200	100%			\$ 6,955,200	100%	\$ 6,955,200	2014-2024
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	Allen: Murray to Scholls Ferry; Cedar Hills:			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 2nd WB left turn lane	\$ 500,000	100%			\$ 500,000	77%	\$ 384,058	2014-2024
2009	Beaverton	Barnes	Cedar Hills		Add 2nd EB to SB right turn lane	\$ 450,000	100%			\$ 450,000	100%	\$ 450,000	2014-2024
2010	Beaverton	Barnes	Cedar Hills	Valeria	Add WB aux lane; modify signals	\$ 1,250,000	100%			\$ 1,250,000	100%	\$ 1,250,000	2014-2024
2011	Beaverton	Barnes	Station North/Holly		Construct signal and interconnect; Add WB right turn lane	\$ 600,000	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

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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
2022	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	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	\$ 250,000	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
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
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	Beaverton	Crescent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	\$ 3,864,000	100%			\$ 3,864,000	100%	\$ 3,864,000	2014-2024
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
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		Turn lanes, signal improvements	\$ 3,036,000	100%			\$ 3,036,000	100%	\$ 3,036,000	2025-2039
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	\$ 1,689,120	100%			\$ 1,689,120	100%	\$ 1,689,120	2025-2039
2042	Beaverton	Hall extension	to Jenkins		Construct 2 or 4 lane	\$ 15,897,600	100%			\$ 15,897,600	100%	\$ 15,897,600	2025-2039
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		Turn lanes, signal improvements	\$ 121,440	100%			\$ 121,440	100%	\$ 121,440	2025-2039

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2046	Beaverton	Hall	Allen		Add EB&WB rt turn lanes, NB&SB 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	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
2052	Beaverton	Millikan	Watson	114th	Extend 2-lane multimodal	\$ 15,235,200	100%			\$ 15,235,200	100%	\$ 15,235,200	2014-2024
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	\$ 1,578,720	100%			\$ 1,578,720	100%	\$ 1,578,720	2025-2039
2054	Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	\$ 1,280,640	100%			\$ 1,280,640	100%	\$ 1,280,640	2025-2039
2055	Beaverton	New street	Broadway	115th	Construct 2-lane multimodal	\$ 4,968,000	100%			\$ 4,968,000	100%	\$ 4,968,000	2014-2024
2056	Beaverton	Nimbus	Denney	Hall	Extend 2-lane multimodal	\$ 17,001,600	100%			\$ 17,001,600	100%	\$ 17,001,600	2014-2024
2058	Beaverton	Rose Biggi	TV Hwy	Broadway	Extend 2-lane multimodal	\$ 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
2060	Beaverton	Scholls Ferry	Nimbus		Turn lanes, signal improvements	\$ 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
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	Walker	173rd		Turn lanes, signal improvements	\$ 2,760,000	100%			\$ 2,760,000	100%	\$ 2,760,000	2025-2039
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	\$ 187,680	100%			\$ 187,680	100%	\$ 187,680	2025-2039
2067	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
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	Reconstruct 4-lane roadway as 3 lane arterial with separated bicycle and pedestrian paths. Includes traffic signal	\$ 4,125,000	100%			\$ 4,125,000	100%	\$ 4,125,000	2014-2024
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%			\$ 2,500,000	76%	\$ 1,900,000	2014-2024
Beaverton TOTAL						\$ 366,628,600				\$ 366,628,600		\$ 365,530,668	
7004	Cornelius	Davis St Extension	4th	7th	New 2-lane collector	\$ 2,255,000	100%			\$ 2,255,000	100%	\$ 2,255,000	2040+
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+

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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
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
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%			\$ 13,955,000	100%	\$ 13,955,000	2018-2027
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
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	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%			\$ 2,120,000	100%	\$ 2,120,000	2040+
7021	Cornelius	Baseline St	20th	E. City Limits	Complete two-way bike blvd.	\$ 1,500,000	100%			\$ 1,500,000	100%	\$ 1,500,000	2040+
7022	Cornelius	Baseline 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 Drive	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+
Cornelius TOTAL						\$ 64,569,000				\$ 64,569,000		\$ 64,569,000	
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

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Durham		TOTAL				\$ 600,000				\$ 600,000		\$ 342,857	
7500	Forest Grove	19th	Poplar	HWY 47	Extend 2-lane collector	\$ 1,517,156	100%			\$ 1,517,156	100%	\$ 1,517,156	2019-2029
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
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
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	\$ 520,000	75%			\$ 390,000	100%	\$ 390,000	2019-2029
7506	Forest Grove	David Hill	Thatcher Road	Forest Gale Dr.	Full street reconstruction to urban collector standard	\$ 4,000,000	100%			\$ 4,000,000	100%	\$ 4,000,000	2021-2031
7507	Forest Grove	E/Pacific/19th	E	19th	Extend 2-lane couplet	\$ 4,940,000	100%			\$ 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
7509	Forest Grove	Heather	OR 47	Mountain View	Extend 2-lane collector	\$ 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
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
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	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
Forest Grove		TOTAL				\$ 86,458,067				\$ 76,072,942		\$ 76,072,942	
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
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	\$ 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	\$ 5,000,000	100%			\$ 5,000,000	100%	\$ 5,000,000	2014-2024
3003	Hillsboro	69th	Quatama	Main	New 3 lane extension	\$ 4,943,785	100%			\$ 4,943,785	100%	\$ 4,943,785	2025-2039
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

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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
3013	Hillsboro	209th	Butternut Creek Pkwy		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3014	Hillsboro	209th	Deline		Signalize	\$ 364,000	100%			\$ 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	\$ 935,000	100%			\$ 935,000	100%	\$ 935,000	2014-2024
3018	Hillsboro	67th	Alexander	Kinnaman	Widen to 3 lanes	\$ 4,126,000	100%			\$ 4,126,000	100%	\$ 4,126,000	2014-2024
3019	Hillsboro	Century	Kinnaman		construct roundabout	\$ 1,027,000	100%			\$ 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 or signal	\$ 1,046,000	100%			\$ 1,046,000	100%	\$ 1,046,000	2025-2039
3022	Hillsboro	231st	MAX Light Rail	Baseline	Widen to 3 lanes	\$ 6,800,000	100%			\$ 6,800,000	100%	\$ 6,800,000	2014-2024
3026	Hillsboro	Century	Johnson		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2025-2039
3027	Hillsboro	Starr	Meek	Evergreen	New 3-lane collector	\$ 12,000,000	100%			\$ 12,000,000	100%	\$ 12,000,000	2014-2024
3028	Hillsboro	Starr	Huffman		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3029	Hillsboro	Starr	Evergreen		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	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
3031	Hillsboro	30th	Meek	Evergreen	New 3 lane collector	\$ 14,000,000	100%			\$ 14,000,000	100%	\$ 14,000,000	2014-2024
3032	Hillsboro	30th	Huffman		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2025-2039
3033	Hillsboro	30th	Evergreen		Signalize	\$ 364,000	100%			\$ 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	\$ 1,100,000	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	East 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
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 Extension	194th		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3042	Hillsboro	Bentley	Brookwood		Add EB Left turn lane and Signalize	\$ 1,100,000	100%			\$ 1,100,000	100%	\$ 1,100,000	2025-2039

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3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
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
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
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	\$ 16,500,000	100%			\$ 16,500,000	100%	\$ 16,500,000	2014-2024
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
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
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
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	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	100%			\$ 45,848,000	100%	\$ 45,848,000	2014-2024
3056	Hillsboro	Cornelius Pass	Town Center X-ing		Construct signalized Z-crossing	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3057	Hillsboro	Cornelius Pass	Blanton		Signalize and add turn lanes	\$ 724,000	100%			\$ 724,000	100%	\$ 724,000	2014-2024
3058	Hillsboro	Cornelius Pass	Kinnaman		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3059	Hillsboro	Cornelius Pass	McInnis Lane		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3060	Hillsboro	Cornelius Pass	Butternut Creek		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3061	Hillsboro	Cornelius Pass	Deline		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3062	Hillsboro	Cornelius Pass	Vermont		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3063	Hillsboro	Cornelius Pass	Murphy Lane		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	Hillsboro	Cornell	25th	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
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
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

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3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	\$ 2,000,000	100%			\$ 2,000,000	100%	\$ 2,000,000	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		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
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
3083	Hillsboro	Jacobson	Century		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3084	Hillsboro	Jacobson	Croeni		Signalize	\$ 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 Route		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3087	Hillsboro	Kinnaman	East Neighborhood Route		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$ 364,000	2014-2024
3089	Hillsboro	Meek	West UGB	Starr	Widen to 3 lanes	\$ 6,500,000	100%			\$ 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
3091	Hillsboro	Quatama	227th	205th	Widen to 3 lanes	\$ 8,210,299	100%			\$ 8,210,299	100%	\$ 8,210,299	2025-2039
3092	Hillsboro	River	Rood Bridge		Add eastbound right turn lane	\$ 750,000	100%			\$ 750,000	100%	\$ 750,000	2025-2039
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	\$ 1,031,000	100%			\$ 1,031,000	100%	\$ 1,031,000	2025-2039
3094	Hillsboro	Rosedale	River Rd	229th	Widen 2-lane, add shoulder improvements	\$ 1,321,000	100%			\$ 1,321,000	100%	\$ 1,321,000	2025-2039
3095	Hillsboro	Rosedale	Century		Add EB left turn lane	\$ 380,000	100%			\$ 380,000	100%	\$ 380,000	2025-2039
3096	Hillsboro	Rosedale	Century	209th	Widen to 3 lanes	\$ 4,986,000	100%			\$ 4,986,000	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 extension	New 3-lane Collector with Multi-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%	\$ 364,000	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%	\$ 6,500,000	2025-2039
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
3105	Hillsboro	Hidden Creek	47th	53rd	New 3 lane collector	\$ 5,000,000	100%			\$ 5,000,000	100%	\$ 5,000,000	2014-2024
3106	Hillsboro	Schaaf	Helvetia	520 ft east of Helvetia	Right-of-way acquisition only	\$ 600,000	100%			\$ 600,000	100%	\$ 600,000	2014-2024

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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 and signalize future public street on eastern leg of intersection	\$ 4,200,000	100%			\$ 4,200,000	100%	\$ 4,200,000	2018-2024
Hillsboro TOTAL						\$ 460,071,466				\$ 449,880,466		\$ 449,880,466	
8300	King City	131st	Beef Bend	Fischer	Improve to collector standards	\$ 1,600,000	100%			\$ 1,600,000	86%	\$ 1,376,000	2014-2024
King City TOTAL						\$ 1,600,000				\$ 1,600,000		\$ 1,376,000	
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
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.	\$ 2,500,000	100%			\$ 2,500,000	100%	\$ 2,500,000	2018-2024
9607	North Plains	Glencoe	Commercial		Add traffic signal or roundabout	\$ 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
9609	North Plains	Gordon	Commercial	North	Add sidewalks and bike lanes	\$ 1,700,000	100%			\$ 1,700,000	100%	\$ 1,700,000	2019-2025
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 bulb-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	
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
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

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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
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
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

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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
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
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queuing 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 queuing 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
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
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
Sherwood TOTAL						\$ 167,196,799				\$ 166,459,299		\$ 166,459,299	
5000	Tigard	68th	OR 99W		Intersection improvement	\$ 2,394,646	100%			\$ 2,394,646	100%	\$ 2,394,646	2025-2039
5001	Tigard	68th	Atlanta	Haines	Intersection improvement	\$ 2,000,000	100%			\$ 2,000,000	100%	\$ 2,000,000	2025-2039
5002	Tigard	72nd	OR 99W		Turn lanes	\$ 2,000,000	100%			\$ 2,000,000	100%	\$ 2,000,000	2025-2039
5003	Tigard	72nd	OR 99W	Hampton	Complete Street, consistent with adopted plan up to 5-lanes	\$ 15,000,000	100%			\$ 15,000,000	100%	\$ 15,000,000	2014-2024

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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	Hampton	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
5006	Tigard	72nd	Hunziker	Bonita	Complete missing sidewalks and bike lanes	\$ 7,261,185	100%			\$ 7,261,185	100%	\$ 7,261,185	2014-2024
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%			\$ 308,987	100%	\$ 308,987	2025-2039
5010	Tigard	72nd	Upper Boones Ferry		Intersection improvement & signal upgrade	\$ 1,544,933	100%			\$ 1,544,933	89%	\$ 1,368,928	2025-2039
5011	Tigard	OR 99W	Walnut		Intersection improvements	\$ 5,000,000	100%			\$ 5,000,000	84%	\$ 4,220,000	2014-2024
5013	Tigard	OR 99W	Durham		Intersection improvements	\$ 10,000,000	100%			\$ 10,000,000	99%	\$ 9,860,000	2014-2024
5014	Tigard	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 & bikelanes	\$ 7,647,418	100%			\$ 7,647,418	100%	\$ 7,647,418	2025-2039
5016	Tigard	121st	Whistler	Tippit	Widen with sidewalks and bike lanes	\$ 4,325,812	100%			\$ 4,325,812	100%	\$ 4,325,812	2025-2039
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	\$ 6,179,732	100%			\$ 6,179,732	85%	\$ 5,272,615	2014-2024
5018	Tigard	Bonita	Sequoia		New traffic signal and turn lanes	\$ 1,000,000	100%			\$ 1,000,000	100%	\$ 1,000,000	2014-2024
5019	Tigard	Carman	I-5		Turn lanes	\$ 1,081,453	100%			\$ 1,081,453	100%	\$ 1,081,453	2025-2039
5020	Tigard	Dartmouth	OR 99W		Intersection Improvements	\$ 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
5022	Tigard	Durham	Upper Boones Ferry		Intersection improvement	\$ 1,544,933	100%			\$ 1,544,933	89%	\$ 1,368,928	2025-2039
5023	Tigard	Greenburg	Olsen	Hall	Intersection improvement	\$ 849,713	100%			\$ 849,713	93%	\$ 791,613	2014-2024
5024	Tigard	Greenburg	Shady	Tiedeman	Widen to 5 lanes	\$ 8,000,000	100%			\$ 8,000,000	84%	\$ 6,745,998	2014-2024
5026	Tigard	Greenburg	Tiedeman	OR 99W	Complete street up to 5 lanes	\$ 14,900,000	100%			\$ 14,900,000	100%	\$ 14,900,000	2014-2024
5027	Tigard	Hall	Pfaffle		New traffic signal and turn lanes	\$ 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; 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	Scholls Ferry		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	\$ 6,000,000	100%			\$ 6,000,000	89%	\$ 5,340,000	2014-2024
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	\$ 4,325,812	100%			\$ 4,325,812	100%	\$ 4,325,812	2025-2039
5038	Tigard	Walnut	Tiedeman	OR 99W	Widen to 3 lanes	\$ 3,862,332	100%			\$ 3,862,332	100%	\$ 3,862,332	2025-2039
5039	Tigard	Walnut	OR 99W		Intersection improvement	\$ 1,776,673	100%			\$ 1,776,673	100%	\$ 1,776,673	2025-2039

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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 (South)	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	Roy Rogers	Scholls Ferry	UGB	Widen to 5 lanes	\$ 39,400,000	100%	RT TSDC		\$ 39,400,000	74%	\$ 29,156,000	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/Beveland	Extend collector roadway	\$ 10,000,000	100%			\$ 10,000,000	100%	\$ 10,000,000	2025-2039
5046	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
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	2019-2030
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
Tigard TOTAL						\$ 402,349,541				\$ 399,849,541		\$ 383,039,894	
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
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
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
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	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	\$ 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	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
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	\$ 3,058,967	75%			\$ 2,294,225	100%	\$ 2,294,225	2014-2024
6018	Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes, fill sidewalk gaps	\$ 4,980,000	100%			\$ 4,980,000	100%	\$ 4,980,000	2014-2024
6019	Tualatin	Grahams Ferry	Helenius		Signal - new	\$ 254,914	75%			\$ 191,185	100%	\$ 191,185	2025-2039
6020	Tualatin	Hazelbrook	OR 99W	Jurgens	Widen to 3 lanes	\$ 3,543,000	100%			\$ 3,543,000	100%	\$ 3,543,000	2025-2039

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6021	Tualatin	Helenius	109th	Grahams Ferry	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	Tualatin	Herman	Cipole	124th	Add left turn lane	\$ 1,563,472	100%			\$ 1,563,472	100%	\$ 1,563,472	2014-2024
6024	Tualatin	Leveton	108th		Signal - new	\$ 254,914	75%			\$ 191,185	100%	\$ 191,185	2025-2039
6025	Tualatin	Loop Road	Boones Ferry	Nyberg	New street - minor collector	\$ 4,248,566	100%			\$ 4,248,566	100%	\$ 4,248,566	2025-2039
6026	Tualatin	Martinazzi	Boones Ferry	Warm Springs	Bike lane	\$ 2,403,000	100%			\$ 2,403,000	100%	\$ 2,403,000	2014-2024
6027	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 city limit	Widen to 3 lanes	\$ 3,908,680	100%			\$ 3,908,680	100%	\$ 3,908,680	2025-2039
6029	Tualatin	Myslony	124th	112th	Widen to 3 lanes, add bridge	\$ 14,030,000	100%			\$ 14,030,000	100%	\$ 14,030,000	2014-2024
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
6031	Tualatin	Sagert	I-5 overpass	72nd	Bike lanes & sidewalks	\$ 3,282,000	100%			\$ 3,282,000	100%	\$ 3,282,000	2028-2040
6032	Tualatin	Sagert	65th		Signal - new	\$ 679,770	75%			\$ 509,828	100%	\$ 509,828	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	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
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
Tualatin TOTAL						\$ 171,308,004				\$ 169,107,692		\$ 165,675,686	
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	\$ 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
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
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
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	185th	Springville	West Union	Widen to 5 lanes	\$ 5,100,000	100%			\$ 5,100,000	97%	\$ 4,948,515	2014-2024
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

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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
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	\$ 27,900,000	100%			\$ 27,900,000	100%	\$ 27,900,000	2014-2024
1019	Wash Co	205th/206th	Quatama	Baseline	Widen to 5 lanes; replace bridge over Beaverton Creek	\$ 31,000,000	100%			\$ 31,000,000	100%	\$ 31,000,000	2025-2039
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
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
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
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
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	\$ 15,000,000	100%			\$ 15,000,000	100%	\$ 15,000,000	2040+
1027	Wash Co	Bull Mountain	Roy Rogers	OR 99W	Widen to 3 lanes	\$ 34,000,000	100%			\$ 34,000,000	84%	\$ 28,697,248	2040+
1028	Wash Co	Butner	Murray	Cedar Hills	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 12,730,247	90%			\$ 11,457,223	100%	\$ 11,457,223	2040+
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
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	\$ 40,620,000	100%			\$ 40,620,000	100%	\$ 40,620,000	2025-2039
1032	Wash Co	Cornell	143rd / Science Park		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	Wash Co	Evergreen	East of 25th	West of 253rd	Multi-modal improvements	\$ 1,800,000	100%			\$ 1,800,000	100%	\$ 1,800,000	2008-2017
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	\$ 42,000,000	100%			\$ 42,000,000	85%	\$ 35,853,659	2025-2039
1037	Wash Co	Farmington	185th	Kinnaman	Widen to 5 lanes	\$ 27,299,000	100%			\$ 27,299,000	99%	\$ 26,944,468	2025-2039
1038	Wash Co	Fischer	131st	OR 99W	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 4,580,000	90%			\$ 4,122,000	100%	\$ 4,122,000	2025-2039
1039	Wash Co	Garden Home	92nd	Oleson	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
1041	Wash Co	Germantown	185th		Intersection improvement	\$ 3,000,000	100%			\$ 3,000,000	100%	\$ 3,000,000	2025-2039
1042	Wash Co	Glencoe/1st	Harewood	Jackson	Widen to 3 lanes	\$ 10,700,000	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	\$ 11,100,000	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	\$ 9,700,000	100%			\$ 9,700,000	100%	\$ 9,700,000	2025-2039
1045	Wash Co	Greenburg	Hall	Locust	Widen to 5 lanes	\$ 23,019,501	100%			\$ 23,019,501	93%	\$ 21,445,518	2025-2039
1046	Wash Co	Hall	Scholls Ferry	Oleson	Widen to 5 lanes	\$ 2,401,000	100%			\$ 2,401,000	100%	\$ 2,401,000	2025-2039

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1047	Wash Co	Hall	Oleson	OR 99W	Widen to 3 lanes	\$ 13,800,000	100%			\$ 13,800,000	95%	\$ 13,164,474	2025-2039
1048	Wash Co	Hall	OR 99W	Durham	Widen up to 5 lanes	\$ 42,500,000	100%			\$ 42,500,000	92%	\$ 39,022,727	2025-2039
1049	Wash Co	Jenkins	158th	Murray	Widen to 5 lanes	\$ 15,530,000	100%			\$ 15,530,000	79%	\$ 12,253,028	2014-2024
1050	Wash Co	Johnson	Cornelius Pass	185th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 24,333,000	90%			\$ 21,899,700	100%	\$ 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	\$ 14,027,000	95%			\$ 13,325,650	100%	\$ 13,325,650	2025-2039
1052	Wash Co	Kaiser/143rd	Bethany	Cornell	Widen to 3 lanes	\$ 38,357,000	100%			\$ 38,357,000	100%	\$ 38,357,000	2025-2039
1053	Wash Co	Kinnaman	209th	Farmington	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 26,810,000	90%			\$ 24,129,000	100%	\$ 24,129,000	2025-2039
1054	Wash Co	Kinnaman	198th		Realign offset intersection, signalize or add roundabout	\$ 4,971,000	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	90%			\$ 18,900,000	100%	\$ 18,900,000	2040+
1059	Wash Co	Merlo	170th	MAX Light Rail	Widen to 5 lanes	\$ 16,635,000	100%			\$ 16,635,000	100%	\$ 16,635,000	2014-2024
1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 9,000,000	90%			\$ 8,100,000	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	100%			\$ 34,200,000	100%	\$ 34,200,000	2014-2024
1062	Wash Co	River	Farmington		Intersection improvement	\$ 3,000,000	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	\$ 11,100,000	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-Hillsdale	Allen	Widen to 3 lanes	\$ 22,587,000	100%			\$ 22,587,000	100%	\$ 22,587,000	2025-2039
1066	Wash Co	Scholls Ferry	Hall		Intersection capacity and signal improvements	\$ 2,549,139	100%			\$ 2,549,139	100%	\$ 2,549,139	2025-2039
1067	Wash Co	Scholls Ferry	OR 217	121st	Widen to 7 lanes	\$ 20,547,608	100%			\$ 20,547,608	91%	\$ 18,745,186	2040+
1068	Wash Co	Scholls Ferry	Murray		Intersection capacity and signal improvements	\$ 1,390,440	100%			\$ 1,390,440	100%	\$ 1,390,440	2025-2039
1069	Wash Co	Springville	185th	PCC entrance	Widen to 5 lanes	\$ 11,100,000	100%			\$ 11,100,000	100%	\$ 11,100,000	2014-2024
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	\$ 3,600,000	100%			\$ 3,600,000	100%	\$ 3,600,000	2014-2024
1071	Wash Co	Taylor's Ferry	Oleson	Washington	New 2/3-lane road	\$ 4,390,000	100%			\$ 4,390,000	100%	\$ 4,390,000	2025-2039
1072	Wash Co	Thompson	Saltzman	County line	Widen to 3 lanes	\$ 37,000,000	100%			\$ 37,000,000	100%	\$ 37,000,000	2040+

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1073	Wash Co	Tonquin	124th	Grahams Ferry	Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd	\$ 10,500,000	100%			\$ 10,500,000	100%	\$ 10,500,000	2018-2025
1074	Wash Co	Tualatin-Sherwood	Langer Farms	Teton	Widen to 5 lanes	\$ 31,500,000	100%	Willamette Water Supply, MSTIP		\$ 31,500,000	93%	\$ 29,295,000	2014-2024
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of 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	\$ 20,000,000	100%			\$ 20,000,000	100%	\$ 20,000,000	2025-2039
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	\$ 13,570,000	100%			\$ 13,570,000	68%	\$ 9,277,449	2014-2024
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	\$ 2,549,139	100%			\$ 2,549,139	100%	\$ 2,549,139	2014-2024
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	\$ 33,000,000	100%			\$ 33,000,000	90%	\$ 29,758,929	2014-2024
1080	Wash Co	West Union	Cornelius Pass	185th	Widen to 5 lanes	\$ 26,192,000	100%			\$ 26,192,000	100%	\$ 26,192,000	2014-2024
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	\$ 34,870,000	100%			\$ 34,870,000	100%	\$ 34,870,000	2025-2039
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
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
1086	Wash Co	Roy Rogers	Borchers	Sherwood UGB	Widen to 5 lanes	\$ 12,000,000	100%			\$ 12,000,000	95%	\$ 11,400,000	2014-2024
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
1088	Wash Co	Cornelius Pass	Rosedale	Farmington	New 3-lane road extension	\$ 31,800,000	100%			\$ 31,800,000	100%	\$ 31,800,000	2018-2030
1089	Wash 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	Wash 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	Wash Co	Grabhorn	Farmington	UGB	Realign curves; widen to 3-lanes	\$ 5,300,000	100%			\$ 5,300,000	100%	\$ 5,300,000	2025-2039
1092	Wash Co	Kaiser	Springville	County line	Widen to 3 lanes	\$ 12,000,000	100%			\$ 12,000,000	100%	\$ 12,000,000	2018-2030
1093	Wash Co	All arterials and collectors	Countywide	Countywide	ADA facilities (including ramps, actuators, signal modifications, equipment, etc.)	\$ 10,000,000	100%			\$ 10,000,000	100%	\$ 10,000,000	2018-2030
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
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
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
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

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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						\$ 1,662,108,444				\$ 1,633,742,470		\$ 1,582,485,052	
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
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 intersection, disconnect Clutter Street from 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				\$ 61,163,000		\$ 61,163,000	
TOTAL						\$ 3,509,925,024				\$ 3,449,088,337		\$ 3,376,010,192	

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Project ID	Project Name	Project Description	Total Cost	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
Bus Line and Bus Stop Improvements												
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	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)	\$ 500,000	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

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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
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
121	McDonald/Bonita 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 – 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 Priority Treatments												
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			\$ 7,750,000		\$ 7,750,000		\$ 7,750,000		\$ 7,750,000		\$ 4,484,000	

**Transportation Development Tax
Transit Project List Amended**

Appendix C: Transit Project List
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R+O 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost	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
Park & Rides / Transit Centers												
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	
Pedestrian/Bicycle Access 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
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 Walker	Multi-use trail connecting employment and residential areas to bus transit lines on Cornell Rd, Walker Rd and 158th Ave, 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 capacity transit or frequent service bus stops	\$ 1,000,000	0%	\$ 1,000,000	100%	\$ 1,000,000	100%	\$ 1,000,000	100%	\$ 1,000,000	2014-2024
407	Other Access to Transit Improvements	Other pedestrian and bicycle improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike lanes, multi-use paths and bike parking.	\$ 3,500,000	20%	\$ 2,800,000	100%	\$ 2,800,000	90%	\$ 2,520,000	100%	\$ 2,520,000	2014-2024
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			\$ 83,171,036		\$ 82,471,036		\$ 82,471,036		\$ 74,139,432		\$ 74,139,432	

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Project ID	Project Name	Project Description	Total Cost	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
Transit System Requirements												
500	Merlo Bus Operating Base Expansion	Long-term expansion of bus service in Washington County requires additional capacity at bus storage and maintenance shops.	\$ 1,001,000	0%	\$ 1,001,000	100%	\$ 1,001,000	100%	\$ 1,001,000	58%	\$ 576,576	2014-2024
501	Elmonica LRV Expansion	Expansion of light rail vehicle yard and maintenance facility for increased service.	\$ 4,000,000	0%	\$ 4,000,000	100%	\$ 4,000,000	100%	\$ 4,000,000	58%	\$ 2,304,000	2025-2039
502	Electric Bus Supportive Capital Improvements	Capital improvements to support operation and maintenance of electric buses.	\$ 10,000,000	50%	\$ 5,000,000	32%	\$ 1,600,000	50%	\$ 800,000	58%	\$ 460,800	2025-2039
503	South Hillsboro Transit Improvements	Bus pullouts, shelters, bus layover	\$ 4,830,000	0%	\$ 4,830,000	100%	\$ 4,830,000	100%	\$ 4,830,000	100%	\$ 4,830,000	2025-2039
Subtotal			\$ 19,831,000		\$ 14,831,000		\$ 11,431,000		\$ 10,631,000		\$ 8,171,376	
High Capacity Transit (HCT)												
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
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
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	
TOTAL			\$ 1,942,569,036		\$ 1,045,669,036		\$ 802,269,036		\$ 793,137,432		\$ 522,925,000	

Cost Change Index using National Highway Construction Cost Index (NHCCI) 2.0

YEAR	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017*	2018	2019
Index Components												
Materials Component												
National Highway CCI 2.0*	1.6560	1.4429	1.4392	1.5099	1.6016	1.6130	1.6816	1.6984	1.6616	1.6752	1.7338	1.9088
% Annual Change	7.25%	-12.87%	-0.26%	4.91%	6.07%	0.71%	4.25%	1.00%	-2.17%	0.82%	3.50%	10.09%
Avg. 5-Year Change	10.51%	6.04%	2.08%	-0.08%	1.02%	-0.29%	3.14%	3.39%	1.97%	0.92%	1.48%	2.65%
Labor Component												
BLS Employment Cost Index	110.9	111.7	113.6	116.4	117.6	118.6	120.7	123.4	124.9	128.3	132.4	137.0
% Annual Change	3.07%	0.72%	1.70%	2.46%	1.03%	0.85%	1.77%	2.24%	1.22%	2.72%	3.20%	3.47%
Avg. 5-Year Change	3.47%	2.93%	2.59%	2.36%	1.80%	1.35%	1.56%	1.67%	1.42%	1.76%	2.23%	2.57%
Right-of-Way Component												
Avg. Total Real Market Value	\$435,632	\$ 412,268	\$ 391,972	\$ 374,922	\$ 365,516	\$ 407,690	\$ 453,046	\$481,670	\$ 530,246	\$581,558	\$597,302	\$614,277
% Annual Change	8.92%	-5.36%	-4.92%	-4.35%	-2.51%	11.54%	11.13%	6.32%	10.08%	9.68%	2.71%	2.84%
Avg. 5-Year Change	9.35%	6.21%	4.78%	2.23%	-1.65%	-1.12%	2.18%	4.42%	7.31%	9.75%	7.98%	6.33%
5-year rolling average weighted index	8.17%	5.14%	2.77%	1.117%	0.721%	0.039%	2.474%	2.028%	2.875%	2.939%	3.005%	3.360%

<-----Five-year running average----->

*NHCCI calculation methodology was revised in 2017, historical NHCCI numbers reflect the revised methodology.