



Washington County Oregon

Transportation Development Tax

Fiscal Year 2021-2022
Annual Report
July 1, 2021 through June 30, 2022

Washington County
Department of Land Use
& Transportation

December 2022

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**TRANSPORTATION DEVELOPMENT TAX
FISCAL YEAR 2021-2022 ANNUAL REPORT**

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I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a System Development Charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous charge called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of increasing investments in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. On August 5, 2014 the Board of County Commissioners adopted A-Engrossed Ordinance No. 793, which ended the temporary discounts, effective October 1, 2014.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2021-22 (July 1, 2021 through June 30, 2022) include the following:

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

II. TDT POLICY REVIEW

Reporting Requirements

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

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

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

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

Transportation Development Tax Overview

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

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

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

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

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

Rate Phase-In, Discounts and Other Policy Changes

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

Ordinance 729

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

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

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

Ordinance 741

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

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

A-Engrossed Ordinance 746

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

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

In April 2013 the Board decided to leave the discount in place. In April 2014 the Board decided to maintain the discount tentatively but directed staff to develop a new ordinance that would implement full rates sometime between July 1, 2014 and July 1, 2015. The result, A-Engrossed Ordinance No. 793, is described later in this section.

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

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

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50 percent or 75 percent discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area and are calculated at 50 percent for buildings three years or older, and 75 percent for buildings 20 years or older. The discount is intended to encourage small- to medium-sized renovation or redevelopment of vacant buildings and spaces. The discount was set to expire on June 30, 2015 but was later extended indefinitely by A-Engrossed Ordinance No. 793.

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

A-Engrossed Ordinance No. 793

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

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.
- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants are now allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance No. 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.
- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

Construction Cost Index

The Construction Cost Index (“Index”) provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50 percent), change in labor costs (weighted 30 percent) and change in right-of-way costs (weighted 20 percent), averaged over the last five years. The Index must be calculated and shared with the Board of County Commissioners annually no later than April 30. This gives the Board the opportunity to review the Index.

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

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

Table 1: TDT INDEX HISTORY
Cost Change Index using the National Highway Construction Cost Index 2.0

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

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

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

III. COUNTYWIDE FINANCIAL ANALYSIS

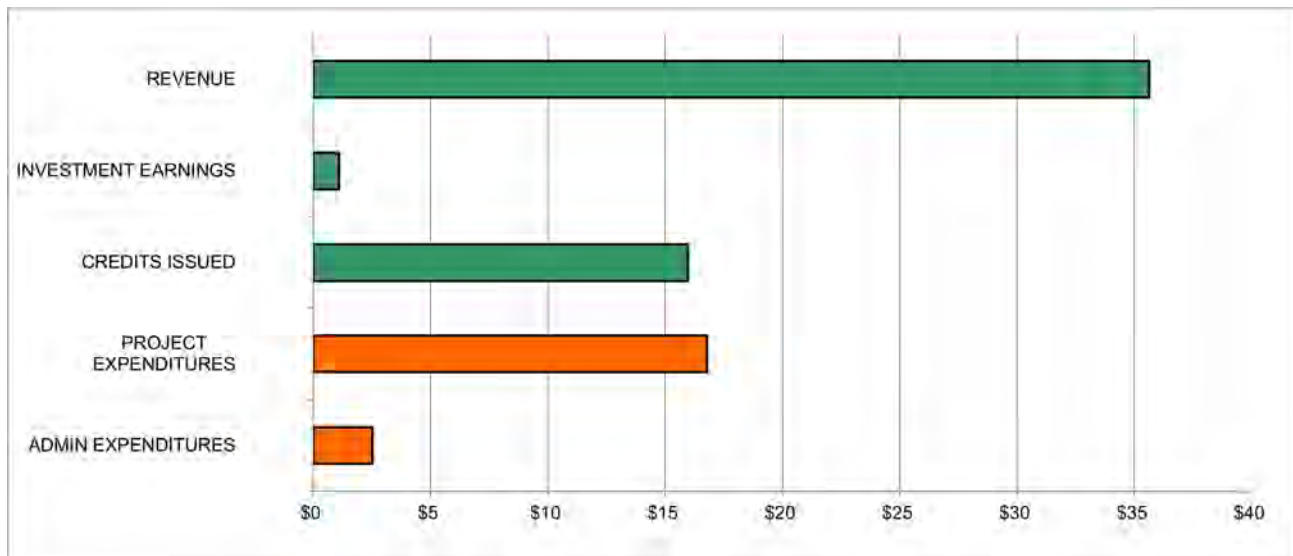
Countywide Total TDT Activity and Balance

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

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

If TDT ending balances on June 30, 2022 were added together for all jurisdictions across the county, the total “account balance” would be over \$146 million. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2021-22.

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

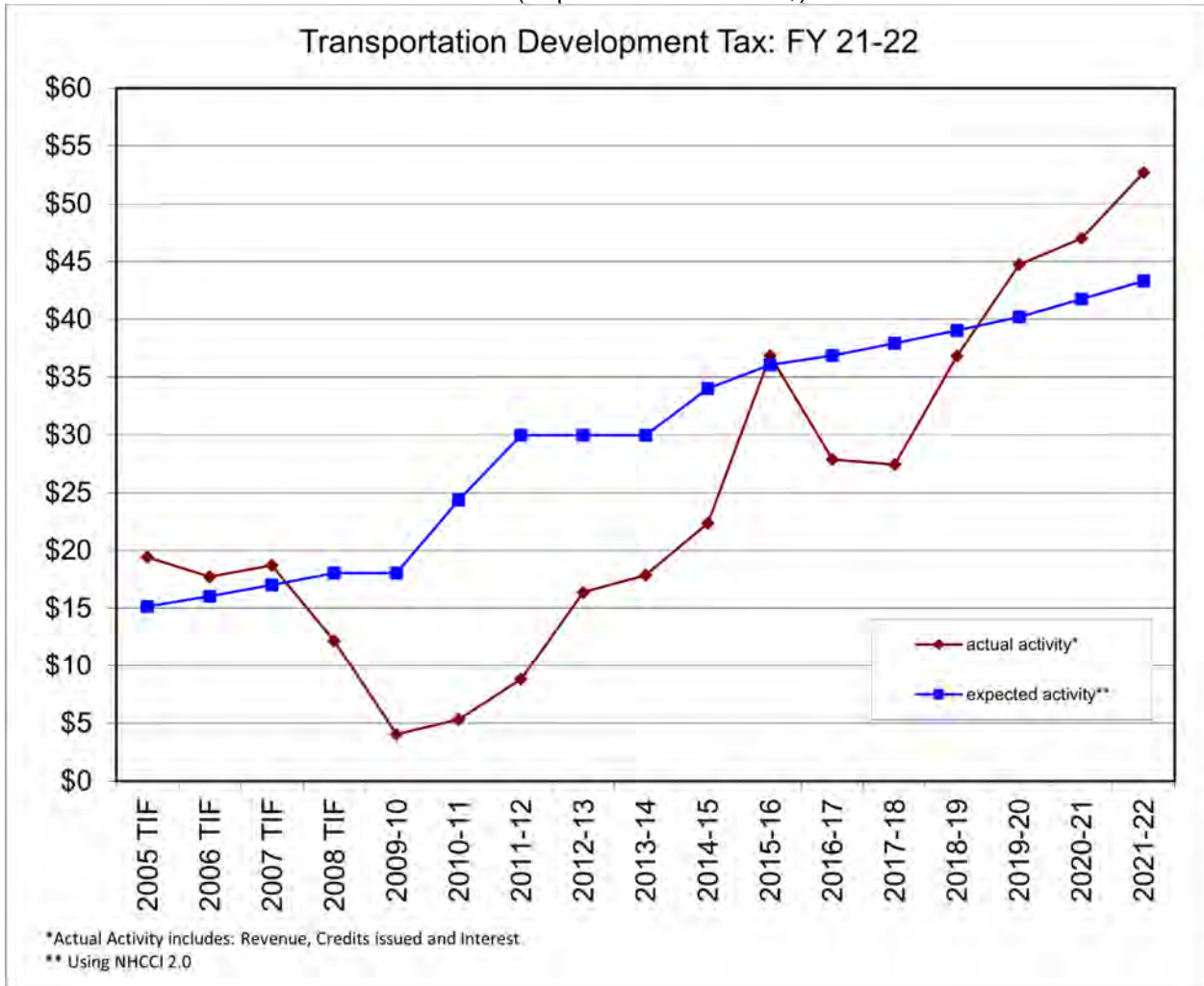


Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, “expected” total TDT activity for FY 2021-22 should have been around \$43 million. Actual activity was about \$52.7 million, somewhat higher than that expectation. Total TDT activity in FY 2021-22 was up slightly (by about twelve percent) compared to FY 2020-21, showing continued overall growth since the program started in 2009.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the graph. During the 2021-22 fiscal year, the total TDT activity is consistent with expected TDT activity anticipated in 2008.

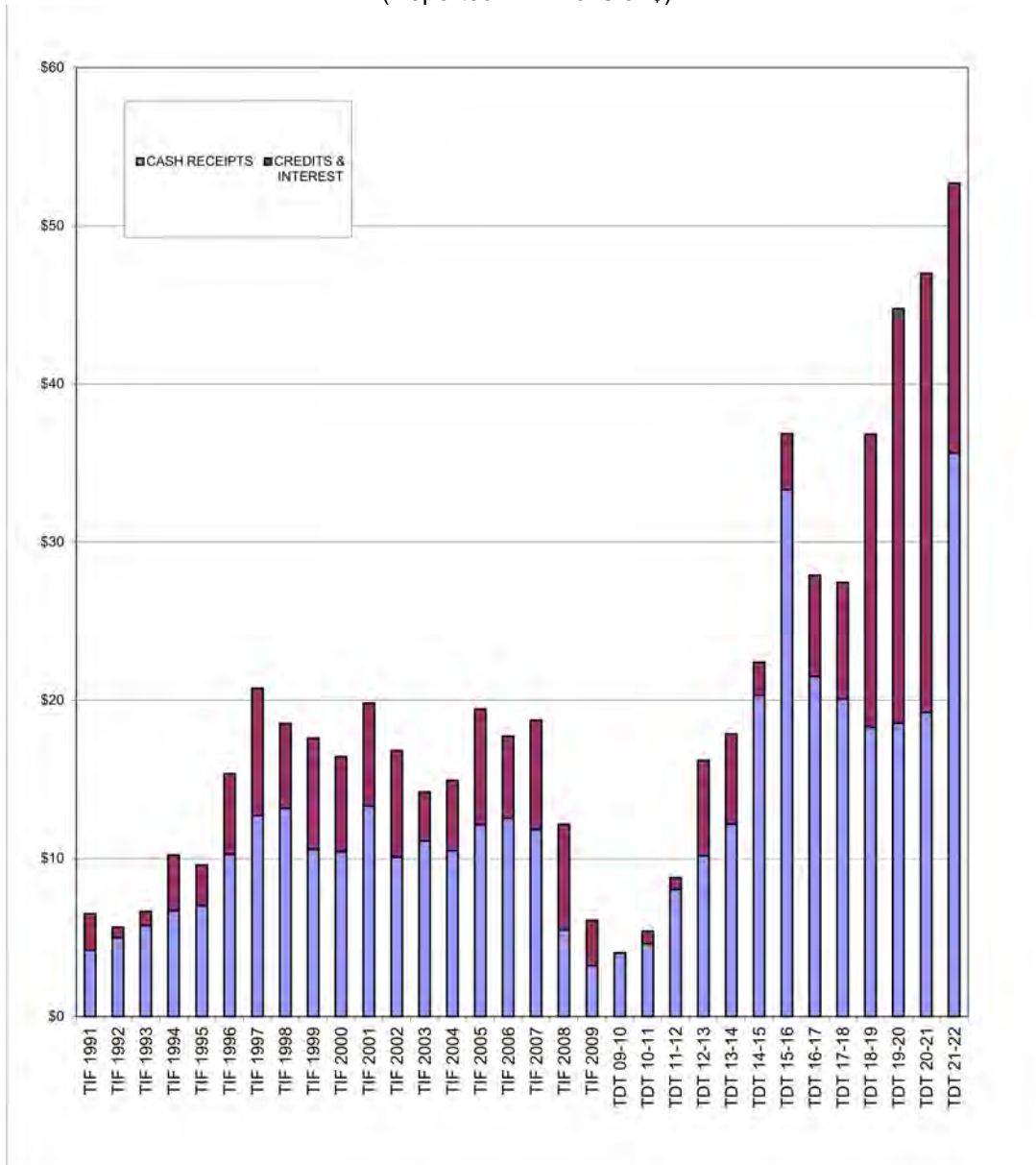
FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY
(Reported in millions of \$)



Comparison of Annual TDT Activity

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

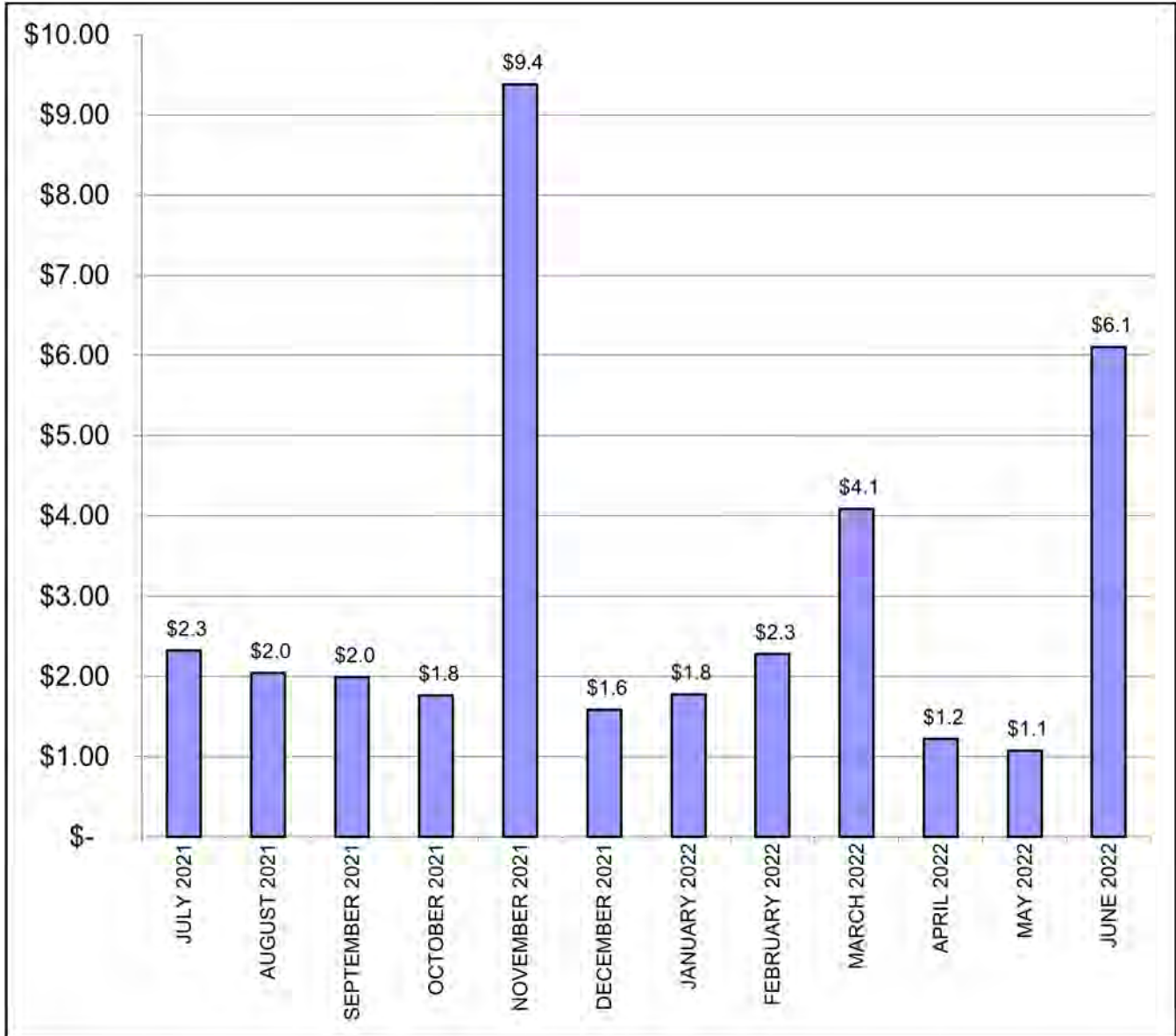
FIGURE 3: ANNUAL PROGRAM COMPARISON
(Reported in millions of \$)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2021-22, revenue ranged from about \$1.1 million in May, 2022, to about \$9.4 million in November, 2021.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2021-22
(Reported in millions of \$)



Interest Earned

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

Credits

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

Credit is generally available for eligible improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction’s transportation system plan. During FY 2021-22, a total of twenty-eight separate TDT credits were issued: thirteen in Hillsboro, two in Tigard, three in Sherwood, two in Tualatin, and eight in unincorporated Washington County. The twenty-eight credits represent \$16 million in eligible improvements to the transportation system. Developers used about \$8.7 million in TDT credit vouchers to pay for TDT obligations, some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 2 and Figures 5 and 6 summarize FY 2021-22 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances.

The jurisdictions with the highest cash receipts in FY 2021-22, in order, were Hillsboro (\$13.9 million, 39 percent of total), unincorporated Washington County (\$4.4 million, 12 percent of total), Beaverton (\$4.1 million, 12 percent of total), Forest Grove (\$3.4 million, 10 percent of total), Tigard (\$2.5 million, seven percent of total), Cornelius (\$2.5 million, seven percent of total) and Tualatin (\$1.9 million, five percent of total). If credits and interest are included, Hillsboro had the most activity with \$25.3 million; followed by unincorporated Washington County with \$5.8 million; Beaverton with \$4.1 million; and Tigard with \$3.7 million in total TDT activity.

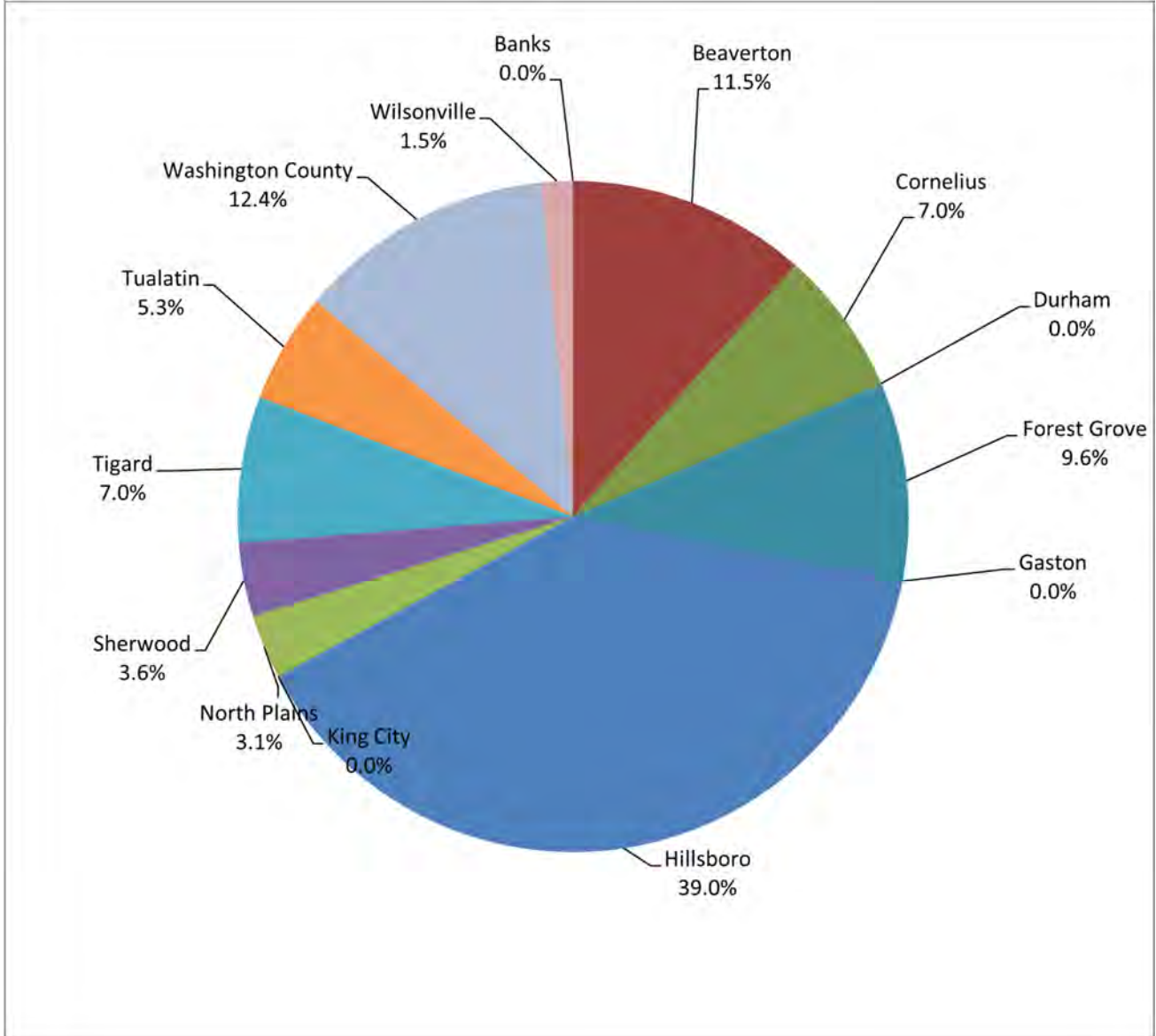
In terms of expenditures, unincorporated Washington County had the highest amount, with \$9.9 million for capital projects and administrative expenses; this was followed by Beaverton, with \$4.3 million in expenditures, Hillsboro with nearly \$3 million, and Tigard with just under \$1 million in expenditures.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

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

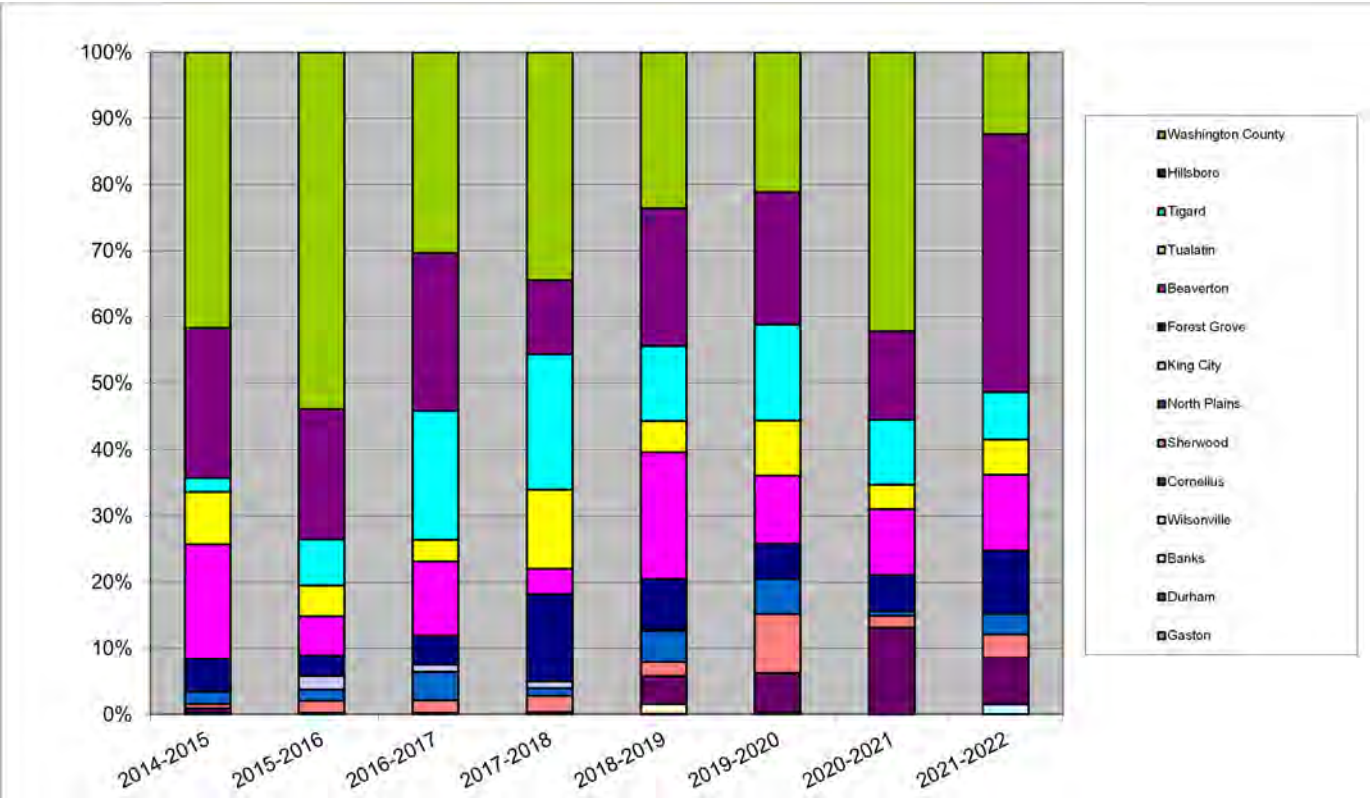
TABLE 2: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2021-22
(Rounded to nearest dollar)

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

FIGURE 5: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2021-22
(Does not include credits, interest earnings or fund transfers)



**FIGURE 6: TOTAL TDT CASH RECEIPTS BY JURISDICTION –
FY 2014-15 through FY 2021-22**
(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

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

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

Non-TDT Expenditures

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

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

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

Additional Improvement Value Contributed by Development:

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

Appendices A and B to this report detail the TDT Road and Transit Project Lists with associated expenditures from TDT and other sources from FY 2009-10 through FY 2021-22. In total, \$446.7 million has been invested in eligible road projects on the TDT Project List since 2009, including \$79.3 million in TDT funds and \$367.4 million in other funds. In addition, \$3 million has been invested in eligible transit projects, including \$0.9 million in TDT funds and just over \$2 million in other funds.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is “captured” by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county’s property tax-funded Major Streets Transportation Improvement Program and that some needs would remain unfunded. As of the end of FY 2021-22, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 21 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in the past several years, which resulted in a net increase in project needs.

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

Comparing the total cost of TDT-eligible projects that remain unfunded (including about \$3.0 billion in road projects and about \$525 million in transit projects) to the Total New Person Trip-Ends (1,666,558)

results in an SDC-Eligible Cost per New Person Trip-End of \$1,814 per motor vehicle trip and \$315 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 21% of the eligible motor vehicle costs and 14% of eligible transit costs, as shown in Table 3 below. Compliance costs are assumed to have remained static.

TABLE 3: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Deducting completed projects)

Type of Cost	Remaining SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	\$3,023,359,857	1,666,558	\$1,814	\$391	22%
Transit Cost	\$525,216,557	1,666,558	\$315	\$45	14.28%
Compliance Cost	\$5,234,000	1,666,558	\$3	\$3	95.5%
Total	\$3,553,810,413		\$2,132	\$439	N/A

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

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

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014\$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2000	Beaverton	114th/115th	MAX Light Rail	Beaverton-Hillsdale/ Griffith	Construct 2-lane multimodal	\$ 11,040,000	100%			\$ 11,040,000	100%	\$11,040,000	2014-2024			\$ -	\$ -	\$ -
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			\$ -	\$ 143,127	\$ 143,127
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			\$ -	\$ 677,351	\$ 677,351
2004	Beaverton	Allen	Murray	Hwy 217	Add turn lanes, bike lanes, sidewalks & signalize	\$ 45,926,400	100%			\$ 45,926,400	100%	\$45,926,400	2014-2024			\$ -	\$ -	\$ -
2005	Beaverton	Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker; Hall: SB OR 217 ramp to Cedar Hills; Farmington: SB OR 217 ramp to west of Murray			Adaptive signal systems	\$ 11,040,000	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			\$ -	\$ -	\$ -
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			\$ 2,503,285	\$ -	\$ 2,503,285
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			\$ -	\$ -	\$ -

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

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014\$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDOT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
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	Greent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	\$ 9,864,000	400%			\$ 9,864,000	400%	\$9,864,000	2014-2024			\$ -	\$ 65,237	\$ 65,237
2037	Beaverton	Davies	Scholls Ferry	Barrows	Extend 2-lane multimodal	\$ 5,409,600	100%			\$ 5,409,600	100%	\$5,409,600	2014-2024			\$ -	\$ -	\$ -
2038	Beaverton	Dawson/Westgate	Rose Biggi	Hocken	Extend 2-lane multimodal	\$ 9,825,600	100%			\$ 9,825,600	100%	\$9,825,600	2014-2024	\$ 171,249		\$ 1,013,802	\$ 31,576	\$ 1,045,378
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	\$ 40,702		\$ -	\$ 40,702	\$ 40,702
2040	Beaverton	Farmington	Cedar Hills		Turn lanes, signal improvements	\$ 3,036,000	100%			\$ 3,036,000	100%	\$3,036,000	2025-2039			\$ -	\$ 4,481,573	\$ 4,481,573
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	\$ 1,689,120	100%			\$ 1,689,120	100%	\$1,689,120	2025-2039			\$ -	\$ 2,492,788	\$ 2,492,788
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			\$ -	\$ -	\$ -
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			\$ -	\$ 936,571	\$ 936,571
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	\$ 1,578,720	100%			\$ 1,578,720	100%	\$1,578,720	2025-2039			\$ 1,299	\$ -	\$ 1,299
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	95%			\$ 3,929,172	95%	\$3,929,172	2025-2039	\$ 342,400		\$ 342,400	\$ -	\$ 342,400
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			\$ -	\$ 2,762,080	\$ 2,762,080
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	\$ 187,680	100%			\$ 187,680	100%	\$187,680	2025-2039			\$ -	\$ 187,821	\$ 187,821
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	\$ 1,000,000		\$ 1,000,000	\$ 5,191,746	\$ 6,191,746
2069	Beaverton	New East-West Collector	Tile Flat	Loon	New 3 lane collector	\$ 22,755,000	100%	SCM TSDC		\$ 22,755,000	100%	\$22,755,000	2014-2024			\$ -	\$ -	\$ -
2070	Beaverton	New North-South Collector	UGB	Scholls Ferry	New 2 lane collector	\$ 11,020,000	100%	SCM TSDC		\$ 11,020,000	100%	\$11,020,000	2014-2024			\$ -	\$ -	\$ -
2071	Beaverton	Scholls Ferry	Tile Flat	175th / Roy Rogers	Widen to 5 lanes	\$ 8,165,000	100%	SCM TSDC		\$ 8,165,000	100%	\$8,165,000	2014-2024	\$ 685		\$ -	\$ 685	\$ 685
2072	Beaverton	Scholls Ferry	Horizon/Teal		New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection	\$ 500,000	100%	SCM TSDC		\$ 500,000	100%	\$500,000	2025-2039			\$ -	\$ -	\$ -
2073	Beaverton	Tile Flat	UGB	Scholls Ferry	Widen to 3 lanes	\$ 3,025,000	100%	SCM TSDC		\$ 3,025,000	100%	\$3,025,000	2025-2039	\$ 599		\$ -	\$ 599	\$ 599
2074	Beaverton	Western	Allen	Beaverton-Hillsdale	Reconstruct 4-lane roadway as 3-lane arterial with separated bicycle and pedestrian paths between Allen & 5th St. Add bike lanes between 5th St. and B-H Hwy.. Includes traffic signals modification.	\$ 6,500,000	100%	SCM TSDC		\$ 6,500,000	100%	\$6,500,000	2014-2024	\$ 2,546,389		\$ 2,820,878	\$ -	\$ 2,820,878
2075	Beaverton	Hocken Ave	RR Tracks	Tualatin-Valley Hwy	Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation	\$ 2,500,000	100%	SCM TSDC		\$ 2,500,000	76%	\$1,900,000	2014-2024			\$ 97,409	\$ -	\$ 97,409

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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014\$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2076	Beaverton	Watson	Hall	Farmington	Construct protected bike lanes, traffic signals and intersection improvements.	\$ 5,000,000	100%			\$ 5,000,000	100%	\$5,000,000	2024-2034			\$ -	\$ -	
Beaverton TOTAL						\$ 370,139,600				\$ 370,139,600		\$369,041,668		\$ 4,060,038	\$ 41,986	\$ 7,779,073	\$ 17,011,855	\$ 24,790,928
2500	Banks	OR 6	Aerts Road		Construct intersection improvement or roundabout	\$ 5,800,000	100%	City SDCs		\$ 5,800,000	100%	\$5,800,000	2025-2040			\$ -	\$ -	
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 Road (north of OR 6)	Construct new 2/3 lane collector	\$ 5,500,000	100%	City SDCs		\$ 5,500,000	100%	\$5,500,000	2025-2040			\$ -	\$ -	
Banks TOTAL						\$ 37,200,000				\$ 37,200,000		\$37,200,000		\$ -	\$ -	\$ -	\$ -	\$ -
7000	Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches.	\$ -	100%	Developer / ODOT Rail	\$880,000	\$ -	400%	\$0	2014-2024			\$ 234,687	\$ 9,595,616	\$ 7,155,001
7001	Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy and widen existing travel lanes.	\$ -	75%			\$ -	400%	\$0	2025-2039			\$ -	\$ -	\$ -
7002	Cornelius	Baseline	10th	20th	Interconnect signals and consolidate access points.	\$ -	400%	federal grant	\$3,060,000	\$ -	400%	\$0	2014-2024			\$ 447,492	\$ 8,200	\$ 455,692
7003	Cornelius	Cornelius-Scheffin	Verboort Circle	South city limit	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes	\$ -	75%			\$ -	400%	\$0	2014-2024			\$ -	\$ 9,015,238	\$ 9,015,238
7004	Cornelius	Davis St Extension	4th	10th	New 2-lane collector	\$ 2,255,000	100%			\$ 2,255,000	100%	\$2,255,000	2040+			\$ -	\$ -	\$ -
7005	Cornelius	Forest Grove Connectivity	East Forest Grove city limit	West Cornelius city limit	Construct new 2-lane collector between Cornelius & Forest Grove	\$ -	400%			\$ -	400%	\$0	2025-2039			\$ -	\$ -	\$ -
7006	Cornelius	Holladay St Extension	Yew (Forest Grove)	4th	New 2-lane collector	\$ 2,960,000	100%			\$ 2,960,000	100%	\$2,960,000	2028-2040			\$ -	\$ -	\$ -
7007	Cornelius	Holladay St Extension	10th	Gray	New 2-lane collector	\$ 2,810,000	100%			\$ 2,810,000	100%	\$2,810,000	2040+			\$ -	\$ -	\$ -
7008	Cornelius	Holladay St Extension	Gray	19th	New 2-lane collector	\$ 3,085,000	100%			\$ 3,085,000	100%	\$3,085,000	2040+			\$ -	\$ -	\$ -
7009	Cornelius	19th Ave	20th Ave	Council Creek Bridge	Build complete street with sidewalk and bike facilities. Also new RR crossing and possible mini-roundabouts at Holladay & Davis	\$ 1,975,000	100%			\$ 1,975,000	100%	\$1,975,000	2018-2027			\$ -	\$ 87,698	\$ 87,698
7010	Cornelius	TV Highway Corridor	4th	29th	Traffic signal system coordination	\$ -	400%			\$ -	400%	\$0	2014-2024			\$ -	\$ -	\$ -
7011	Cornelius	New N-S Collector	Baseline	Kodiak	New 2-lane collector for SE UGB Expansion Area, with improved rail crossing south of Baseline and new signalized intersection with Baseline.	\$ 9,390,000	100%			\$ 9,390,000	100%	\$9,390,000	2018-2027	\$ 159,741		\$ 340,999	\$ -	\$ 340,999
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			\$ -	\$ -	\$ -
7013	Cornelius	26th	Webb	New roundabout at Jasper/Kodiak	Extend collector within UGB expansion area	\$ -	400%			\$ -	400%	\$0	2014-2024			\$ -	\$ -	\$ -
7014	Cornelius	Dogwood Extension	28th	345th	Extend collector within UGB expansion area	\$ 2,085,000	100%			\$ 2,085,000	100%	\$2,085,000	2028-2040			\$ -	\$ -	\$ -
7015	Cornelius	Complete Collector Pedestrian Facilities	Citywide		4th Ave: Adair to Fawn 20th Ave: Alpine to Elder 29th Ave: North UGB to Baseline Adair: 1st to 7th Baseline: 4th to 10th (north side)	\$ 2,913,000	100%			\$ 2,913,000	100%	\$2,913,000	2018-2027			\$ -	\$ -	\$ -
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			\$ -	\$ -	\$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014\$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
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 Ave	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 Driveway	N. 26th Ave	Extend collector	\$ 2,065,000	100%			\$ 2,065,000	100%	\$2,065,000	2040+			\$ -	\$ -	\$ -
7024	Cornelius	Complete Collector Ped and Bike facilities	Citywide		Complete bicycle facilities on collectors (e.g. pavement markings, shared streets, signage, etc.) and fill sidewalk gaps on collectors	\$ 8,030,000	100%			\$ 8,030,000	100%	\$8,030,000	2040+			\$ -	\$ -	\$ -
Cornelius TOTAL						\$ 64,569,000				\$ 64,569,000		\$64,569,000		\$ 159,741	\$ -	\$ 575,686	\$ 7,449,116	\$ 8,024,802
8000	Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes (Durham share of cost only)	\$ 600,000	100%			\$ 600,000	57%	\$342,857	2014-2024			\$ 11,000	\$ -	\$ 11,000
Durham TOTAL						\$ 600,000				\$ 600,000		\$342,857		\$ -	\$ -	\$ 11,000	\$ -	\$ 11,000
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			\$ 2,155	\$ 262,593	\$ 264,748
7503	Forest Grove	OR 47	Maple		Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term)	\$ 5,000,000	75%			\$ 3,750,000	100%	\$3,750,000	2019-2029	\$ 26,995		\$ -	\$ 127,055	\$ 127,055
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	\$ 520,000	75%			\$ 390,000	100%	\$390,000	2019-2029			\$ -	\$ -	\$ -
7505	Forest Grove	B	David Hill	Hartford	Extend 2-lane collector	\$ -	400%			\$ -	400%	\$0	2014-2024			\$ -	\$ -	\$ -
7506	Forest Grove	David Hill	Thatcher Road	Forest Gale Drive	Full street reconstruction to urban collector standard	\$ 4,000,000	100%			\$ 4,000,000	100%	\$4,000,000	2021-2031			\$ 15,195	\$ 8,268,024	\$ 8,283,219
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	22nd		Extend 2-lane collector	\$ 8,598,914	100%			\$ 8,598,914	100%	\$8,598,914	2019-2029			\$ -	\$ -	\$ -
7511	Forest Grove	Main	David Hill	Hartford	Extend 2-lane collector	\$ -	400%			\$ -	400%	\$0	2014-2024			\$ -	\$ -	\$ -
7512	Forest Grove	Oak	OR 47	Pacific	Upgrade to 2-lane collector; add signal	\$ 6,200,788	75%			\$ 4,650,591	100%	\$4,650,591	2019-2029			\$ -	\$ -	\$ -
7513	Forest Grove	Thatcher	Gales Creek	David Hill	Realign and signalize intersection; road improvements from Gales Creek to David Hill	\$ 14,543,206	75%			\$ 10,907,405	100%	\$10,907,405	2019-2029	\$ 174,916		\$ -	\$ 398,753	\$ 398,753
7514	Forest Grove	TV Hwy	Quince		Add turn lanes / signal	\$ 4,294,293	25%			\$ 1,073,573	100%	\$1,073,573	2019-2029			\$ -	\$ -	\$ -
7515	Forest Grove	Willamina	Main	Sunset	Improve collector to city standards	\$ 2,168,128	95%			\$ 2,059,722	100%	\$2,059,722	2019-2029			\$ -	\$ 4,423	\$ 4,423
7516	Forest Grove	Yew	Adair	Pacific	Construct Improvements (e.g. traffic signal or restrictions)	\$ 3,000,000	100%			\$ 3,000,000	100%	\$3,000,000	2021-2031			\$ -	\$ -	\$ -
7517	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		\$ 818,193		\$ 1,909,077	
Forest Grove TOTAL						\$ 86,458,067				\$ 76,072,942		\$76,072,942		\$ -	\$ 1,020,104	\$ 17,350	\$ 10,969,924	\$ 10,987,274
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	\$ 5,640		\$ 47,881	\$ 30,466	\$ 78,347
3003	Hillsboro	69th	Quatama	Main	New 3 lane extension	\$ 4,943,785	100%			\$ 4,943,785	100%	\$4,943,785	2025-2039	\$ 5,465		\$ -	\$ 1,891,024	\$ 1,891,024
3004	Hillsboro	185th	Walker		Intersection capacity and signal improvements	\$ 6,000,000	100%			\$ 6,000,000	100%	\$6,000,000	2025-2039			\$ -	\$ -	\$ -
3005	Hillsboro	Amberglen Pkwy/194th Extension	Cornell	Amberglen Pkwy	New 3-lane collector, Remove segment Amberglen Pkwy	\$ 2,250,000	100%			\$ 2,250,000	100%	\$2,250,000	2014-2024			\$ -	\$ -	\$ -
3006	Hillsboro	Amberglen Pkwy/194th Extension	Stucki Extension		Signalize or construct roundabout	\$ 1,100,000	100%			\$ 1,100,000	100%	\$1,100,000	2025-2039			\$ -	\$ -	\$ -
3007	Hillsboro	Amberglen Pkwy/194th Extension	Stucki Extension	Wilkins	New 3-lane collector	\$ 3,500,000	100%			\$ 3,500,000	100%	\$3,500,000	2025-2039			\$ -	\$ -	\$ -
3008	Hillsboro	Amberglen Pkwy/194th Extension	Wilkins		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$364,000	2025-2039			\$ -	\$ -	\$ -

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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	\$ 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			\$ -	\$ -	\$ -
3023	Hillsboro	231st	Cornell	Campus Way	Widen to 5 lanes with multimodal improvements	\$ -	400%	Developer	\$330,000	\$ -	400%	\$0	2014-2024			\$ 1,328,708	\$ -	\$ 1,328,708
3024	Hillsboro	231st	Campus Way	Cherry	Construct southbound-cylo-track-and-west-pedestrian-improvements	\$ -	400%	Developer	\$400,000	\$ -	400%	\$0	2014-2024			\$ -	\$ -	\$ -
3025	Hillsboro	231st	MAX Light Rail		Signal & pedestrian crossing improvements	\$ -	400%	Developer	\$25,000	\$ -	400%	\$0	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	\$ 336,614		\$ -	\$ 679,767	\$ 679,767
3031	Hillsboro	30th	Meek	Evergreen	New 3 lane collector	\$ 14,000,000	100%			\$ 14,000,000	100%	\$14,000,000	2014-2024			\$ 893,409	\$ 110,634	\$ 1,004,043
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	West Neighborhood Route		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$364,000	2014-2024			\$ -	\$ -	\$ -
3038	Hillsboro	Aloclek	Walker	Cornelius Pass	Extend 3 lane	\$ 3,909,666	100%			\$ 3,909,666	100%	\$3,909,666	2014-2024			\$ -	\$ 449,709	\$ 449,709
3039	Hillsboro	Walker	Cornelius Pass	John Olsen	Widen to 3 lane	\$ 2,932,250	100%			\$ 2,932,250	100%	\$2,932,250	2014-2024			\$ -	\$ -	\$ -
3040	Hillsboro	Walker Extension	Amberbrook	Stucki extension	Extend 3 lanes	\$ 1,400,000	100%			\$ 1,400,000	100%	\$1,400,000	2014-2024			\$ -	\$ -	\$ -
3041	Hillsboro	Walker 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			\$ 137,100	\$ -	\$ 137,100
3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$364,000	2014-2024			\$ -	\$ -	\$ -
3044	Hillsboro	Brookwood	US-26	Evergreen	Widen to 7 lanes, add turn lanes and aux lanes at Evergreen	\$ -	400%			\$ -	400%	\$0	2014-2024			\$ 1,597,643	\$ 16,015,075	\$ 17,612,718
3045	Hillsboro	Brookwood	Cornell		Add SB through lane, Add EB and WB 2nd Left Turn Lanes	\$ 5,500,000	100%			\$ 5,500,000	100%	\$5,500,000	2014-2024			\$ 532,548	\$ 1,317,835	\$ 1,850,382
3046	Hillsboro	Campus Ct extension	West terminus	Ray Circle	Construct new 2/3 lane collector	\$ 1,800,000	100%	Developer	\$100,000	\$ 1,700,000	100%	\$1,700,000	2014-2024			\$ 2,431,571	\$ -	\$ 2,431,571
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	\$ 16,500,000	100%			\$ 16,500,000	100%	\$16,500,000	2014-2024	\$ 1,188,096		\$ 1,225,008	\$ 3,856,480	\$ 5,081,487
3048	Hillsboro	Century/229th	West Union	Evergreen	Extend 3 lane, including Hwy 26 overcrossing	\$ 21,000,000	100%			\$ 21,000,000	100%	\$21,000,000	2014-2024			\$ 3,906,847	\$ 85,530	\$ 3,992,377
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		\$ 6,977,898	\$ -	\$ 10,045,891	\$ 10,045,891
3050	Hillsboro	Century	Alexander		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$364,000	2025-2039			\$ -	\$ -	\$ -
3051	Hillsboro	Century	Alexander	Old UGB	Construct multi-modal improvements	\$ 519,000	100%			\$ 519,000	100%	\$519,000	2025-2039			\$ -	\$ -	\$ -
3052	Hillsboro	Century	Davis	67th	New 3 lane collector	\$ 5,127,000	100%			\$ 5,127,000	100%	\$5,127,000	2014-2024			\$ 57,678	\$ -	\$ 57,678
3053	Hillsboro	Cornelius Pass	Cornell	HWY-26	2nd NB right turn lane to US26-East, and multimodal enhancements	\$ -	400%	Developer, GDOT, TIF, & MSTIP		\$ -	400%	\$0	2014-2024			\$ 344,778	\$ 17,701,402	\$ 18,046,180

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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	\$ 169,398	\$ 6,212	\$ 354,204	\$ 360,416	
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	Arrington	Main	Widen 5 lane, Construct Intersection capacity/signal and/or safety improvements	\$ 15,000,000	100%			\$ 15,000,000	100%	\$15,000,000	2025-2039			\$ -	\$ 45,710	\$ 45,710
3066	Hillsboro	Cornell	229th		Add EB and NB right turn lanes, add WB 2nd left turn lane	\$ -	400%			\$ -	400%	\$0	2014-2024			\$ -	\$ -	\$ -
3067	Hillsboro	Cornell	Amberbrook		Signalize	\$ 364,000	100%			\$ 364,000	100%	\$364,000	2014-2024			\$ -	\$ -	\$ -
3068	Hillsboro	Cornell	185th		Add EB right turn lane and 3rd SB through lane	\$ 1,200,000	100%			\$ 1,200,000	100%	\$1,200,000	2025-2039			\$ -	\$ -	\$ -
3069	Hillsboro	Davis Extn	River Rd	South-CWS boundary	Construct 2/3 lane collector, modify traffic signal	\$ -	400%			\$ -	400%	\$0	2014-2024			\$ -	\$ -	\$ -
3070	Hillsboro	Edgeway (Salix Ext)	Holly	Walker	New 3 lane extension	\$ 4,000,000	100%			\$ 4,000,000	100%	\$4,000,000	2014-2024			\$ -	\$ -	\$ -
3071	Hillsboro	Evergreen	Jackson School (south)	15th	Widen to 5 lanes	\$ 6,500,000	100%			\$ 6,500,000	100%	\$6,500,000	2025-2039			\$ -	\$ -	\$ -
3072	Hillsboro	Evergreen	229th		Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal	\$ 2,500,000	100%			\$ 2,500,000	100%	\$2,500,000	2014-2024			\$ -	\$ -	\$ -
3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	\$ 2,000,000	100%			\$ 2,000,000	100%	\$2,000,000	2014-2024			\$ -	\$ -	\$ -
3074	Hillsboro	Evergreen	Cornelius Pass		Add 2nd SB, and NB Left Turn Lanes, Add NB and WB Right Turn Lanes	\$ -	400%	MSTIP		\$ -	400%	\$0	2014-2024			\$ -	\$ -	\$ -
3075	Hillsboro	Evergreen	Cornelius Pass	216th	Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Red Island	\$ -	400%	Developer		\$ -	400%	\$0	2014-2024			\$ -	\$ -	\$ -
3076	Hillsboro	Farmington	209th		Modify signal, add SB right turn lane, add 2nd SB left turn lane; add NB Right turn lane	\$ 1,067,000	100%			\$ 1,067,000	100%	\$1,067,000	2025-2039			\$ -	\$ -	\$ -
3077	Hillsboro	Grant	Cornell		Add eastbound/westbound left turn lanes	\$ 1,000,000	100%			\$ 1,000,000	100%	\$1,000,000	2025-2039			\$ -	\$ -	\$ -
3078	Hillsboro	Harewood	at Jackson School		Construct Roundabout	\$ 772,466	100%			\$ 772,466	100%	\$772,466	2025-2039			\$ -	\$ -	\$ -
3079	Hillsboro	Huffman	West City Limits	Brookwood	Construct 5-lane arterial	\$ 50,000,000	100%			\$ 50,000,000	100%	\$50,000,000	2014-2024			\$ 429	\$ -	\$ 429
3080	Hillsboro	Imbrie	Evergreen	Cornelius Pass	Widen to accommodate second EB lane	\$ 2,500,000	100%			\$ 2,500,000	100%	\$2,500,000	2014-2024			\$ -	\$ -	\$ -
3081	Hillsboro	Imlay	TV Hwy		Signalize	\$ 364,000	75%			\$ 273,000	100%	\$273,000	2025-2039			\$ -	\$ -	\$ -
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	\$ 2,892,483	\$ 1,763,767	\$ 17,382,593	\$ 13,619,545	\$ 31,002,138
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			\$ -	\$ -	\$ -
3088	Hillsboro	Main	1st		Add westbound right turn	\$ -	400%			\$ -	400%	\$0	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	\$ 9,075	\$ -	\$ 3,156,322	\$ 3,156,322	
3092	Hillsboro	River	Road Bridge		Add eastbound right turn lane	\$ 750,000	100%			\$ 750,000	100%	\$750,000	2025-2039			\$ -	\$ 26,947	\$ 26,947
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	\$ 1,031,000	100%			\$ 1,031,000	100%	\$1,031,000	2025-2039			\$ -	\$ -	\$ -

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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			\$ -	\$ 220,980	\$ 220,980
3105	Hillsboro	Hidden Creek	49th	53rd	New 3-lane collector	\$ 5,000,000	100%			\$ 5,000,000	100%	\$5,000,000	2014-2024	\$ 13,705	\$ 1,523	\$ 5,098,165	\$ 795,279	\$ 5,893,444
3106	Hillsboro	Schaaf	Helvetia	520 ft east of Helvetia	Right-of-way acquisition only	\$ 600,000	100%			\$ 600,000	100%	\$600,000	2014-2024			\$ -	\$ -	\$ -
3107	Hillsboro	Meek	West UGB	Jackson School	Safety improvements	\$ 2,000,000	100%			\$ 2,000,000	100%	\$2,000,000	2014-2024			\$ -	\$ -	\$ -
3108	Hillsboro	Evergreen	Town Center	185th	Construct 2nd Westbound through lane	\$ 2,500,000	100%			\$ 2,500,000	100%	\$2,500,000	2014-2024			\$ -	\$ -	\$ -
3109	Hillsboro	185th	Evergreen	Sunset Hwy	Extend northbound right-turn lane to Evergreen, provide dual right-turns onto WB on-ramp	\$ 3,500,000	100%			\$ 3,500,000	100%	\$3,500,000	2014-2024			\$ -	\$ -	\$ -
3110	Hillsboro	47th	Brookwood/lhly	Hidden Creek	Improve 2-lane roadway and construct sidewalk	\$ 3,000,000	100%			\$ 3,000,000	100%	\$3,000,000	2025-2039			\$ -	\$ -	\$ -
3111	Hillsboro	Huffman (east leg)	Brookwood		Add second eastbound receiving lane on eastern leg of intersection	\$ 4,200,000	100%			\$ 4,200,000	100%	\$4,200,000	2018-2024			\$ -	\$ -	\$ -
Hillsboro TOTAL						\$ 460,071,466	\$0	\$0	\$ 449,880,466	\$449,880,466	\$0	\$0	\$ 2,911,828	\$ 10,451,836	\$ 34,990,570	\$ 70,402,799	\$ 105,393,369	
8300	King City	131st	Beef Bend	Fischer	Improve to collector standards	\$ 1,600,000	100%			\$ 1,600,000	86%	\$1,376,000	2014-2024			\$ 1,791,890	\$ -	\$ 1,791,890
King City TOTAL						\$ 1,600,000			\$ 1,600,000	\$1,376,000		\$0	\$ -	\$ -	\$ 1,791,890	\$ -	\$ 1,791,890	
9600	North Plains	Commercial	Main	Glencoe	Widen street, add parking, bike and pedestrian facilities	\$ 3,600,000	100%			\$ 3,600,000	100%	\$3,600,000	2014-2024			\$ -	\$ -	\$ -
9601	North Plains	Cottage	Gordon	321st	Construct new two-lane collector	\$ 1,300,000	100%			\$ 1,300,000	100%	\$1,300,000	2025-2039			\$ -	\$ -	\$ -
9602	North Plains	Main	Commercial	Pacific	Widen street, add parking, bike and pedestrian facilities	\$ 1,250,000	100%			\$ 1,250,000	100%	\$1,250,000	2014-2024			\$ -	\$ -	\$ -
9603	North Plains	Pacific	Glencoe		Add new signal	\$ 297,102	75%			\$ 222,827	100%	\$222,827	2025-2039			\$ -	\$ -	\$ -
9604	North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard and add pedestrian and bicycle trails	\$ 2,365,000	50%			\$ 1,182,500	100%	\$1,182,500	2025-2039	\$ 84,625	\$ 1,409,843	\$ 1,928,292	\$ 1,409,843	\$ 3,338,135
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 built-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		\$0	\$ 84,625	\$ 1,409,843	\$ 1,928,292	\$ 1,409,843	\$ 3,338,135	
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	\$ 71,580		\$ 1,663,522	\$ 276,127	\$ 1,939,649
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	\$ 67,673		\$ 67,673	\$ -	\$ 67,673
4003	Sherwood	Arrow/Galbreath	Gerda	Cipole	Construct 2-lane collector road	\$ 2,317,399	100%			\$ 2,317,399	100%	\$2,317,399	2014-2024	\$ 33,836		\$ 33,836	\$ -	\$ 33,836

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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 separated 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	\$ 964,807	\$ 802,331	\$ 21,142,582	\$ 21,944,913	\$ 21,944,913
4017	Sherwood	Elwert	Edy		Intersection improvement	\$ 5,500,000	100%			\$ 5,500,000	100%	\$5,500,000	2014-2024			\$ -	\$ -	\$ -
4018	Sherwood	Herman	Langer Farms	Cipole	Construct collector status road to connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips	\$ 8,190,000	100%			\$ 8,190,000	100%	\$8,190,000	2025-2039			\$ -	\$ -	\$ -
4019	Sherwood	Ladd Hill	Sunset	UGB south	Widen to 3-lane arterial status with bike lanes, sidewalks, and planter strips.	\$ 6,340,000	100%			\$ 6,340,000	100%	\$6,340,000	2014-2024			\$ -	\$ -	\$ -
4020	Sherwood	Langer	Baler	Sherwood	Construct improvements consistent with Town Center Plan; buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center turn lane, landscaping	\$ 2,000,000	100%			\$ 2,000,000	100%	\$2,000,000	2014-2024			\$ -	\$ -	\$ -
4021	Sherwood	Langer Farms	North and west of intersection with OR 99W	OR 99W	Construct 2-lane collector status road.	\$ 3,243,000	100%			\$ 3,243,000	100%	\$3,243,000	2025-2039			\$ -	\$ -	\$ -
4022	Sherwood	Oregon	Railroad crossing	Murdock	Upgrade Oregon Street to 3-lane collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips	\$ 6,712,000	100%			\$ 6,712,000	100%	\$6,712,000	2014-2024	\$ 134,338		\$ 320,708	\$ 109,757	\$ 430,465
4023	Sherwood	Oregon	Tonquin		Construct roundabout north of Oregon St/Murdock Roundabout	\$ 2,940,000	100%			\$ 2,940,000	100%	\$2,940,000	2014-2024			\$ -	\$ -	\$ -
4024	Sherwood	Pine	Willamette	Sunset	New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened	\$ 3,808,260	100%			\$ 3,808,260	100%	\$3,808,260	2014-2024			\$ -	\$ 80,113	\$ 80,113
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queuing at Hwy 99W	\$ 900,000	25%			\$ 225,000	100%	\$225,000	2014-2024			\$ -	\$ -	\$ -

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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	\$ 17,999	\$ 88,402	\$ 17,999	\$ 88,402	\$ 106,401
4031	Sherwood	Hwy 99W	Sunset		Construct a 630 foot long 12 foot wide pedestrian bridge across 99W, Elwert and Kruger	\$ 12,000,000	100%			\$ 12,000,000	100%	\$12,000,000	2020-2025			\$ -	\$ -	\$ -
Sherwood TOTAL						\$ 167,196,799				\$ 166,459,299		\$166,459,299		\$ 325,426	\$ 1,053,208	\$ 2,906,069	\$ 21,696,981	\$ 24,603,050
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			\$ 398	\$ -	\$ 398
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			\$ 13,124	\$ -	\$ 13,124
5011	Tigard	OR 99W	Walnut		Intersection improvements	\$ 5,000,000	100%			\$ 5,000,000	84%	\$4,220,000	2014-2024			\$ -	\$ -	\$ -
5012	Tigard	OR 99W	McDonald	Gaarde	WB right turn lane	\$ -	400%			\$ -	84%	\$0	2025-2039			\$ 1,223,301	\$ 3,894,075	\$ 5,117,375
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	\$ 20,498	\$ 1,392,471	\$ 144,139	\$ 2,764,271	\$ 2,908,410
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	\$ 6,179,732	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	\$ 3,951		\$ 3,951	\$ -	\$ 3,951
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			\$ 873,376	\$ 1,576,067	\$ 2,449,443
5022	Tigard	Durham	Upper Boones Ferry		Intersection improvement	\$ 1,544,933	100%			\$ 1,544,933	89%	\$1,368,928	2025-2039	\$ 2,710		\$ 128,069	\$ -	\$ 128,069
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%	\$6,745,098	2014-2024			\$ -	\$ -	\$ -
5025	Tigard	Greenburg	Tiedeman		Intersection improvement	\$ -	400%			\$ -	84%	\$0	2025-2039			\$ -	\$ -	\$ -
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	\$ 6,399		\$ 6,399	\$ -	\$ 6,399

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

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014\$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
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			\$ 17,752	\$ -	\$ 17,752
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	\$ 4,325,812	100%			\$ 4,325,812	100%	\$4,325,812	2025-2039			\$ 5,192	\$ 8,048,297	\$ 8,053,489
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			\$ -	\$ -	\$ -
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%			\$ 39,400,000	74%	\$29,156,000	2014-2024	\$ 1,079,069	\$ 2,241,453	\$ 2,875,332	\$ 38,373,517	\$ 41,248,849
5043	Tigard	Tiedeman	Fanno Creek	Greenburg	Sidewalk infill and intersection safety improvements at N-Dakota and Tigard streets	\$ -	400%			\$ -	400%	\$0	2014-2024			\$ 11,587	\$ -	\$ 11,587
5044	Tigard	Atlanta	68th	74th	Extend collector roadway	\$ 10,000,000	100%			\$ 10,000,000	100%	\$10,000,000	2025-2039			\$ -	\$ -	\$ -
5045	Tigard	74th	99W	Hermoso/Bevel and	Extend collector roadway	\$ 10,000,000	100%			\$ 10,000,000	100%	\$10,000,000	2025-2039			\$ -	\$ -	\$ -
5046	Tigard	McDonald	Hall	99W	Complete street improvement	\$ 10,100,000	100%			\$ 10,100,000	96%	\$9,696,000	2014-2024	\$ 145		\$ 145	\$ -	\$ -
5047	Tigard	Hunziker	72nd	Hall	Sidewalk infill and bike lanes	\$ 2,000,000	100%			\$ 2,000,000	100%	\$2,000,000	2014-2024			\$ -	\$ -	\$ -
5048	Tigard	I-5 Overcrossing	Beveland	Southwood (Lake Oswego)	Bicycle/pedestrian bridge	\$ -	400%			\$ -	400%	\$0	2025-2039			\$ -	\$ -	\$ -
5049	Tigard	Wall St Ext	Wall	Tech Center Dr	New Street from Hunziker to Tech Center Dr	\$ 5,000,000	100%			\$ 5,000,000	100%	\$5,000,000	2014-2024			\$ -	\$ -	\$ -
5050	Tigard	Durham/Upper Boones Ferry	Upper Boones Ferry	92nd Ave	Install traffic signal coordination on Durham and Upper Boones Ferry	\$ 1,000,000	100%			\$ 1,000,000	56%	\$560,000	2014-2024			\$ -	\$ -	\$ -
5051	Tigard	OR 99W	Hall Blvd		Intersection Improvements	\$ 6,500,000	100%			\$ 6,500,000	100%	\$6,500,000	2019-2029			\$ -	\$ -	\$ -
Tigard TOTAL						\$ 402,349,542				\$ 399,849,542		\$383,039,894	\$74,990	\$ 1,112,771	\$ 3,633,925	\$ 5,302,765	\$ 54,656,227	\$ 59,958,847
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	106th/Blake/108th	Avery	Willow	Widen to 3 lanes, bike lanes & sidewalk	\$ 5,086,000	100%			\$ 5,086,000	100%	\$5,086,000	2014-2024	\$ 461,182	\$ 1,380,023	\$ 967,621	\$ 1,380,023	\$ 2,347,644
6003	Tualatin	115th	Blake	124th	New street - major collector	\$ 31,446,000	100%			\$ 31,446,000	100%	\$31,446,000	2025-2039			\$ -	\$ -	\$ -
6004	Tualatin	124th/Basalt Creek	Tualatin-Sherwood	Grahams Ferry	Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th	\$ 14,000,000	100%			\$ 14,000,000	100%	\$14,000,000	2014-2024			\$ -	\$ 496,518	\$ 496,518
6005	Tualatin	Avery	Tualatin-Sherwood	Teton	Widen to 3 lanes	\$ 3,600,000	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+	\$ 12,203		\$ 85,401	\$ -	\$ 85,401
6009	Tualatin	Blake	124th	115th	New street - minor collector	\$ 10,000,000	100%			\$ 10,000,000	100%	\$10,000,000	2025-2039			\$ -	\$ -	\$ -
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			\$ -	\$ -	\$ -
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			\$ 1,846,799	\$ 599,369	\$ 2,446,168
6030	Tualatin	Norwood	Boones Ferry	East city limits	Widen to 3 lanes, add sidewalks & bike lanes	\$ 3,129,000	100%			\$ 3,129,000	100%	\$3,129,000	2014-2024			\$ -	\$ -	\$ -
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			\$ -	\$ -	\$ -

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

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014\$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
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			\$ -	\$ -	\$ -
6039	Tualatin	Boones Ferry	Mahogany		Intersection improvements including traffic signal, ADA	\$ 1,000,000	100%			\$ 1,000,000	100%	\$1,000,000	2020-2035			\$ -	\$ -	\$ -
Tualatin TOTAL						\$ 172,308,004				\$ 170,107,692		\$166,675,686		\$ 473,385	\$ 1,380,023	\$ 2,899,822	\$ 2,475,910	\$ 5,375,732
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+			\$ -	\$ 611,896	\$ 611,896
1001	Wash Co	92nd/Allen	Scholls Ferry	Garden Home	Widen to 3 lanes	\$ 3,922,000	100%			\$ 3,922,000	85%	\$3,325,673	2025-2039			\$ -	\$ -	\$ -
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	\$ 60,273		\$ -	\$ 60,273	\$ 60,273
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	\$ 385		\$ -	\$ 7,156,668	\$ 7,156,668
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			\$ -	\$ 5,985,834	\$ 5,985,834
1014	Wash Co	185th	Blanton	Farmington	Widen to 5 lanes	\$ 12,163,000	100%			\$ 12,163,000	100%	\$12,163,000	2025-2039			\$ -	\$ -	\$ -
1015	Wash Co	185th	Farmington	Bany	Widen to 3 lanes	\$ 14,522,370	100%			\$ 14,522,370	100%	\$14,522,370	2025-2039			\$ -	\$ 120,946	\$ 120,946
1016	Wash Co	197th/198th	Baseline	Alexander	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset	\$ 18,000,000	90%			\$ 16,200,000	100%	\$16,200,000	2040+			\$ -	\$ -	\$ -
1017	Wash Co	198th	Alexander	Blanton	Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy	\$ 10,450,000	100%			\$ 10,450,000	100%	\$10,450,000	2014-2024	\$ 544,980	\$ 240,210	\$ 544,980	\$ 7,839,609	\$ 8,384,589
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	\$ 27,900,000	100%			\$ 27,900,000	100%	\$27,900,000	2014-2024	\$ 1,455,020	\$ 641,325	\$ 1,455,020	\$ 21,645,278	\$ 23,100,297
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			\$ -	\$ 409,467	\$ 409,467
1020	Wash Co	209th	TV Hwy	Farmington	Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen Butternut Creek bridge	\$ 44,396,000	100%			\$ 44,396,000	100%	\$44,396,000	2014-2024	\$ 917,859		\$ -	\$ 8,558,320	\$ 8,558,320
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	\$ 52,189		\$ -	\$ 52,189	\$ 52,189
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			\$ -	\$ 166,174	\$ 166,174
1024	Wash Co	Barnes	Miller	County line	Widen to 3 lanes	\$ 8,800,000	100%			\$ 8,800,000	100%	\$8,800,000	2025-2039			\$ -	\$ -	\$ -
1025	Wash Co	Basalt Creek East-West Arterial	Grahams Ferry	Boones Ferry	Construct new 4/5-lane arterial	\$ 30,000,000	100%			\$ 30,000,000	100%	\$30,000,000	2025-2039	\$ 90,440		\$ -	\$ 375,838	\$ 375,838
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	\$ 15,000,000	100%			\$ 15,000,000	100%	\$15,000,000	2040+	\$ (29,838)		\$ -	\$ 501,737	\$ 501,737
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+			\$ -	\$ 14,457	\$ 14,457
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+	\$ 43,922		\$ -	\$ 2,046,669	\$ 2,046,669
1029	Wash Co	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to 3 lanes	\$ 2,100,000	40%			\$ 840,000	100%	\$840,000	2025-2039			\$ -	\$ -	\$ -
1030	Wash Co	Cornelius Pass	Frances	TV Highway	Widen to 5 lanes	\$ 11,307,000	100%			\$ 11,307,000	100%	\$11,307,000	2014-2024	\$ 3,918,781	\$ 528	\$ 12,596,916	\$ 12,597,443	
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	\$ 40,620,000	100%			\$ 40,620,000	100%	\$40,620,000	2025-2039			\$ -	\$ 1,210,641	\$ 1,210,641
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	Eligsen	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			\$ -	\$ 679	\$ 679
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	\$ 42,000,000	100%			\$ 42,000,000	85%	\$35,853,659	2025-2039			\$ -	\$ -	\$ -

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

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014\$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
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			\$ 472,713	\$ 2,443,770	\$ 2,916,483
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	\$ 6,235		\$ 1,309,042	\$ 284,172	\$ 1,593,214
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			\$ -	\$ -	\$ -
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	\$ 1,059,436	\$ 232,944	\$ 3,309,436	\$ 14,640,134	\$ 17,949,570
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	\$ 46,196		\$ 1,767,801	\$ -	\$ 1,767,801
1051	Wash Co	Johnson	185th	170th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing 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			\$ -	\$ 108,459	\$ 108,459
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	\$ 88,439		\$ -	\$ 88,439	\$ 88,439
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	\$ 18,220		\$ -	\$ 18,220	\$ 18,220
1055	Wash Co	Laidlaw	Skycrest	Lakeview	Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 10,000,000	90%			\$ 9,000,000	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	\$ 173,510		\$ -	\$ 604,621	\$ 604,621
1057	Wash Co	Leahy/90th/107th	Cornell	Barnes	Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes	\$ 10,000,000	90%			\$ 9,000,000	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			\$ -	\$ 1,292,697	\$ 1,292,697
1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 9,000,000	90%			\$ 8,100,000	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			\$ -	\$ 4,608,174	\$ 4,608,174
1062	Wash Co	River	Farmington		Intersection improvement	\$ 3,000,000	100%			\$ 3,000,000	100%	\$3,000,000	2025-2039	\$ 900,668		\$ -	\$ 2,745,559	\$ 2,745,559
1063	Wash Co	Saltzman	Laidlaw	Bayonne	Realign 2/3-lane collector road, including bridge over Bronson Creek	\$ 11,100,000	100%			\$ 11,100,000	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+			\$ -	\$ 1,644,864	\$ 1,644,864
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	\$ 68	\$ 135	\$ 3,523,373	\$ 10,477,709	\$ 14,001,082
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	\$ 3,600,000	100%			\$ 3,600,000	100%	\$3,600,000	2014-2024	\$ 11,883	\$ 23,767	\$ 1,506,383	\$ 6,051,183	\$ 7,557,566
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+	\$ 2,000,000	\$ 446,985	\$ 2,000,000	\$ 1,165,506	\$ 3,165,506
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			\$ -	\$ 618	\$ 618
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	\$ 32,292	\$ 4,716,177	\$ 204,147	\$ 10,139,451	\$ 10,343,597
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of intersection	\$ 1,000,000	100%			\$ 1,000,000	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			\$ -	\$ -	\$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014\$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	\$ 13,570,000	100%			\$ 13,570,000	68%	\$9,277,449	2014-2024	\$ -	\$ 388,783	\$ -	\$ 2,757,669	\$ 2,757,669
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	\$ 2,549,139	100%			\$ 2,549,139	100%	\$2,549,139	2014-2024	\$ 784,436	\$ 797,034	\$ 784,436	\$ 3,504,265	\$ 4,288,701
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	\$ 33,000,000	100%			\$ 33,000,000	90%	\$29,758,929	2014-2024	\$ 784,436	\$ 443,022	\$ 784,436	\$ 9,550,315	\$ 10,334,751
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	\$ -	\$ 49,821	\$ -	\$ 524,193	\$ 524,193
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	\$ 34,870,000	100%			\$ 34,870,000	100%	\$34,870,000	2025-2039	\$ -	\$ -	\$ -	\$ 227,281	\$ 227,281
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	\$ 1,059,436	\$ -	\$ 3,309,436	\$ 8,265,361	\$ 11,564,797
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	\$ -	\$ -	\$ -	\$ 2,105,020	\$ 2,105,020
1086	Wash Co	Roy Rogers	Borchers	Sherwood UGB	Widen to 5 lanes	\$ 12,000,000	100%			\$ 12,000,000	95%	\$11,400,000	2014-2025	\$ -	\$ -	\$ -	\$ -	\$ -
1087	Wash Co	Roy Rogers	Sherwood UGB	Tigard UGB	Widen to 4/5 lanes	\$ 30,000,000	100%			\$ 30,000,000	70%	\$21,000,000	2025-2039	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ 48	\$ -	\$ -	\$ 20,584	\$ 20,584
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	Grahorn	Farmington	UGB	Realign curves; widen to 3-lanes	\$ 5,300,000	100%			\$ 5,300,000	100%	\$5,300,000	2025-2039	\$ 90,135	\$ -	\$ 102,819	\$ -	\$ 102,819
1092	Wash Co	Kaiser	Springville	County line	Widen to 3 lanes	\$ 12,000,000	100%			\$ 12,000,000	100%	\$ 12,000,000	2018-2030	\$ -	\$ -	\$ -	\$ 32,090	\$ 32,090
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	\$ 4,465,040	\$ -	\$ -	\$ 13,173,048	\$ 13,173,048
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	\$ 4,180	\$ -	\$ 4,798	\$ -	\$ 4,798
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	\$ 104,873	\$ -	\$ -	\$ 164,237	\$ 164,237
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	\$ -	\$ -	\$ -	\$ 1,255,916	\$ 1,255,916
1098	Wash Co	Tualatin-Sherwood	Langer Farms	OR 99W	Widening, turn lanes, bike lanes	\$ 17,000,000	100%	Willamette Water Supply, MSTIP		\$ 17,000,000	100%	\$17,000,000	2019-2030	\$ 10,754,369	\$ -	\$ -	\$ 14,546,490	\$ 14,546,490
1099	Wash Co	Cornell	129th	Saltzman	Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal	\$ 1,500,000	100%			\$ 1,500,000	100%	\$1,500,000	2020-2030	\$ -	\$ -	\$ -	\$ -	\$ -
1100	Wash Co	Terman	Murray	Hocken	Widen to 3 lanes	\$ 10,000,000	100%			\$ 10,000,000	100%	\$10,000,000	2025-2039	\$ -	\$ -	\$ -	\$ -	\$ -
1101	Wash Co	Shannon Pl	Light Rail Tracks	Terman	Widen to 3 lanes	\$ 2,000,000	100%			\$ 2,000,000	100%	\$2,000,000	2025-2039	\$ -	\$ -	\$ -	\$ -	\$ -
1102	Wash Co	Jenkins	Murray	Cedar Hills	Widen to 5 lanes	\$ 13,000,000	100%			\$ 13,000,000	100%	\$13,000,000	2025-2039	\$ -	\$ -	\$ -	\$ -	\$ -
1103	Wash Co	Blanton	209th	170th	Widening, turn lanes, bicycle and pedestrian facilities, intersection improvements at 198th Ave and 185th Ave	\$ 28,500,000	100%			\$ 28,500,000	100%	\$28,500,000	2025-2039	\$ -	\$ -	\$ -	\$ -	\$ -
Wash Co TOTAL						\$ 1,690,608,444				\$ 1,662,242,470		\$1,610,985,052		\$ 7,872,498	\$ 29,545,618	\$ 21,079,347	\$ 181,783,636	\$ 202,862,983
8600	Wilsonville	Boones Ferry	Basalt Creek East-West Arterial	Day	Widen to 5 lanes	\$ 1,100,000	100%			\$ 1,100,000	100%	\$1,100,000	2025-2039	\$ -	\$ -	\$ -	\$ -	\$ -
8601	Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	\$ 5,800,000	80%			\$ 4,640,000	100%	\$4,640,000	2025-2039	\$ -	\$ -	\$ -	\$ -	\$ -
8602	Wilsonville	Day	Garden Acres		Intersection improvements, roundabout, signal/lane modifications	\$ 8,600,000	100%			\$ 8,600,000	100%	\$8,600,000	2014-2024	\$ -	\$ -	\$ -	\$ -	\$ -
8603	Wilsonville	Day	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5	\$ 5,000,000	100%			\$ 5,000,000	100%	\$5,000,000	2040+	\$ -	\$ -	\$ -	\$ -	\$ -
8604	Wilsonville	Elligsen	Parkway Center	Wilsonville city limit	Widen to 3 lanes	\$ 3,000,000	60%			\$ 1,800,000	100%	\$1,800,000	2014-2024	\$ -	\$ -	\$ -	\$ -	\$ -
8605	Wilsonville	Grahams Ferry	Clay	Calahin	Widen to 3 lanes, add double southbound left turn lane at Day	\$ 7,100,000	60%			\$ 4,260,000	100%	\$4,260,000	2014-2024	\$ -	\$ -	\$ -	\$ -	\$ -
8606	Wilsonville	Garden Acres	Day	Ridder	Widen, construct 3-lane road	\$ 11,300,000	100%			\$ 11,300,000	100%	\$11,300,000	2014-2024	\$ -	\$ -	\$ -	\$ -	\$ -
8607	Wilsonville	Ridder	Kinsman		Construct left-turn pocket & signal	\$ -	400%			\$ -	400%	\$0	2014-2024	\$ -	\$ -	\$ -	\$ -	\$ -
8608	Wilsonville	Boones Ferry	Basalt Creek Pkwy	Day	Widen to 5 lanes	\$ 1,200,000	100%			\$ 1,200,000	100%	\$1,200,000	2019-2025	\$ -	\$ -	\$ -	\$ -	\$ -
8609	Wilsonville	Grahams Ferry	Basalt Creek Pkwy	Day	Widen to 3 lanes, urban upgrade	\$ 13,200,000	100%			\$ 13,200,000	100%	\$13,200,000	2019-2025	\$ -	\$ -	\$ -	\$ -	\$ -
8610	Wilsonville	I-5 Southbound	Elligsen/Boones Ferry		Widen/Construct second southbound right-turn lane	\$ 1,063,000	100%			\$ 1,063,000	100%	\$1,063,000	2019-2025	\$ -	\$ -	\$ -	\$ -	\$ -
8611	Wilsonville	Boones Ferry	95th		Access Management	\$ 2,500,000	100%			\$ 2,500,000	100%	\$2,500,000	2019-2025	\$ -	\$ -	\$ -	\$ -	\$ -
8612	Wilsonville	Java Rd	Boones Ferry	Grahams Ferry	Construct new road (Java Rd) with signal at Grahams Ferry	\$ 1,500,000	100%			\$ 1,500,000	100%	\$1,500,000	2020-2035	\$ -	\$ -	\$ -	\$ -	\$ -

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December 1, 2020

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

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

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

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014\$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
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			\$ -	\$ -	\$ -
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			\$ -	\$ -	\$ -

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

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014\$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
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 reroute 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, Alocek 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				\$ -	\$ -	\$ -
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			\$ 2,135,384	\$ -	\$ 2,135,384
403	TV Hwy Access to Transit	Enhanced bikeway facilities, sidewalks, pedestrian crossings, multi-use trail	\$11,667,500	0%	\$11,667,500	100%	\$11,667,500	90%	\$10,500,750	100%	\$10,500,750	2014-2024			\$ -	\$ -	\$ -
404	Washington Square Overcrossing (North)	Pedestrian/bicycle overcrossing of Hwy 217 and Scholls Ferry Rd between Nimbus Dr and north mall area, connecting to Hall/Nimbus WES commuter rail station	\$39,781,536	0%	\$39,781,536	100%	\$39,781,536	90%	\$35,803,382	100%	\$35,803,382	2025-2039			\$ -	\$ -	\$ -

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

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014\$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present		
405	Westside Trail: Cornell to Greenbrier	Multi-use trail connecting business park to Cornell Rd bus line, including grade-separated overcrossing of US 26	\$9,450,000	0%	\$9,450,000	100%	\$9,450,000	90%	\$8,505,000	100%	\$8,505,000	2014-2024			\$ -	\$ -	\$ -		
406	Bike & Rides	Enclosed, key card accessed bicycle parking at high 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			\$ -	\$ -	\$ -		
410	Council Creek Regional Trail	Multi-use trail on railroad right-of-way connecting employment and residential areas to downtown Forest Grove, Cornelius, and Hillsboro Transit Center/Hatfield Government Station MAX	\$26,500,000	80%	\$5,300,000	100%	\$5,300,000	100%	\$5,300,000	100%	\$5,300,000	2025-2040			\$ -	\$ -	\$ -		
Subtotal			\$109,671,036		\$87,771,036		\$87,771,036		\$79,439,432		\$79,439,432				\$ 2,069,914	\$ -	\$ 2,069,914		
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			\$ -	\$ 938,530	\$ 938,530		
603	Sunset Highway HCT	East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. Detailed project scoping has not been developed.	\$150,000,000	50%	\$75,000,000	100%	\$75,000,000	100%	\$75,000,000	58%	\$43,200,000	2025-2039			\$ -	\$ -	\$ -		
604	TV Highway HCT	East-west bus rapid transit linking Forest Grove, Cornelius, Hillsboro, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsboro-Beaverton segment includes westbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy.	\$150,000,000	50%	\$75,000,000	100%	\$75,000,000	100%	\$75,000,000	58%	\$43,200,000	2014-2024			\$ -	\$ -	\$ -		

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

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014\$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 21-22 TDT	FY 21-22 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
605	WES Commuter Rail Upgrades	Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed.	\$250,000,000	50%	\$125,000,000	80%	\$100,000,000	100%	\$100,000,000	58%	\$57,600,000	2025-2039			\$ -	\$ -	\$ -
Subtotal			\$1,781,000,000		\$890,500,000		\$650,500,000		\$650,500,000		\$406,488,000				\$ -	\$ 938,530	\$ 938,530
TOTAL			\$1,969,069,036		\$1,050,969,036		\$807,569,036		\$798,437,432		\$528,225,000				\$ 2,069,914	\$ 938,530	\$ 3,008,444

Appendix C: North Bethany Funding Plan Report

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Introduction

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

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

- 1) Assess the overall Funding Plan and provide an update to the 5-year review conducted six years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

- 2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2021-22.

Overview of Recommendations

This report provides three recommendations:

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

North Bethany Funding Plan Overview

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

Table 1: North Bethany Funding Plan – Revenue Sources

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

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

Table 2: North Bethany Funding Plan – Transportation Improvements

Project Number	Road	Extent	Project Description	Total Cost Estimate
1	Shackelford Rd	West Boundary to Joss	New Collector Rd	\$9,300,000
2	Shackelford Rd	Joss to Kaiser	New Collector Rd	\$8,800,000
3	Springville Rd	185 th to Joss	Improvements	\$11,100,000
4	Springville Rd	Joss to Kaiser	Improvements	\$3,600,000
5	Springville Rd	Kaiser to Countyline	Improvements	\$0*
6	Kaiser Rd	Shackelford to Springville	Improvements	\$7,800,000
7	185th Ave	Springville to West Union	Improvements	\$4,500,000
8	Shackelford	Kaiser to Countyline	Improvements	\$0*
9	Shackelford Rd	½ Bridge over Rock Creek	Bridge	\$7,300,000
10	185 th and Springville	Realignment	Improvements	\$900,000
11	Kaiser Rd	Springville to Bethany	Improvements	\$6,100,000
12	Brugger Rd	Joss to Kaiser	Improvements	\$3,200,000
13	Joss Rd	Shackelford to Arbor	Improvements	\$4,100,000
14	P15 / Oats / 160 th	Springville to Brugger	Improvements	\$2,300,000
Total				\$69,000,000

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

A brief summary of each of the funding programs follows:

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

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

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

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

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

Funding projects: Getting ahead of the growth

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

Preserving funds: Other transportation needs still a high priority

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

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

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

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

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

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

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

Table 3: North Bethany Funding Plan – TDT Assumptions

Land Use Category	Projected Number of Units	2012 Rate ¹	Total Revenue Anticipated ²
Single Family Detached	1,437	\$8,225	\$11,819,325
Single Family Attached	1,534	\$4,919	\$7,545,746
Multi-Family	1,218	\$5,381	\$6,554,058
Non-Residential	varies	varies	\$3,118,969
Total²			\$29,038,098

- 1) The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.
- 2) As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

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

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

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

* Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

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

Summary of TDT and the North Bethany Funding Plan

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

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

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

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

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

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

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

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

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

** Fund combined with NBTSDC and North Bethany Share of TDT

Loan from MSTIP

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

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

4. North Bethany Transportation System Development Charge

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

Revenue

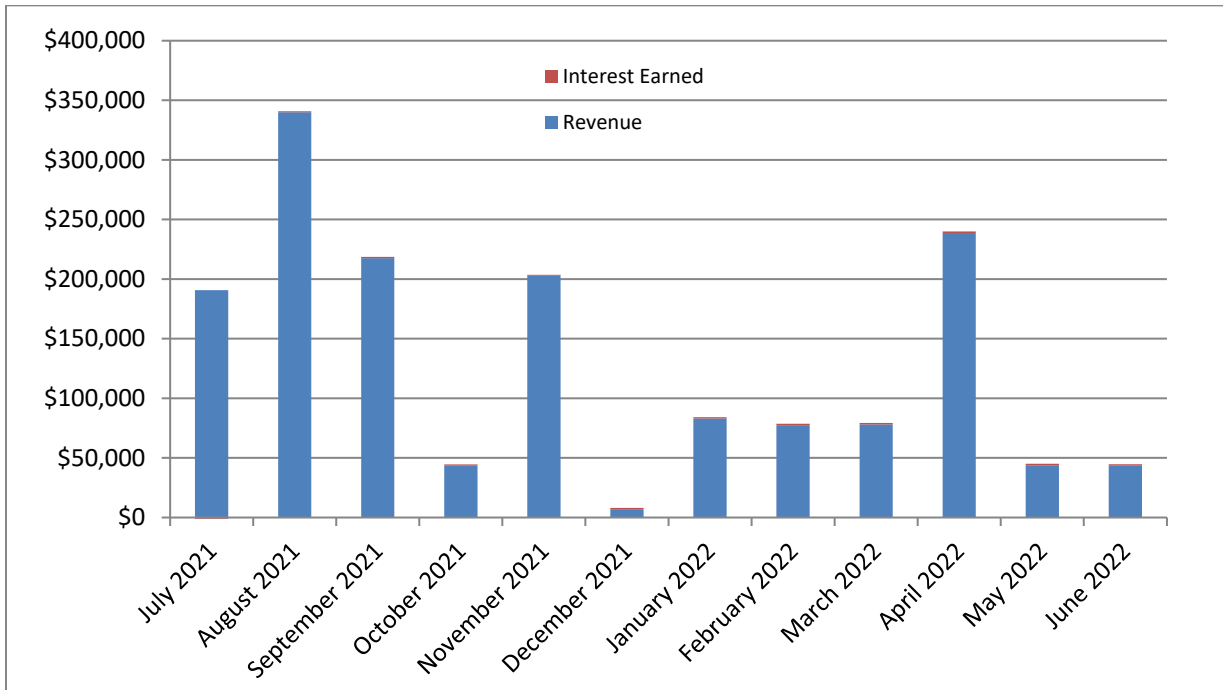
Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2021 through June 2022 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in the table.

Table 6: North Bethany TSDC Revenue Receipts by Month

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

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

Figure 1: Revenue Receipts by Month



Expenditures

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

Table 7: Expenditures by Month

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

North Bethany Transportation System Development Charge Credits

Credits are issued for cost of constructing eligible transportation improvements. Credit transfers are allowed within the NBTSDC area – such transfers are documented by issuance of a new credit voucher. Credits may be used in lieu of paying the North Bethany Transportation System Development Charge. Table 8 shows the NBTSDC credits issued through June 30, 2022.

Table 8: North Bethany Transportation System Development Charge Credits*

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

North Bethany Funding Plan Report
Appendix C to the TDT FY 21-22 Annual Report

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

North Bethany Funding Plan Report
Appendix C to the TDT FY 21-22 Annual Report

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

* Credits from prior fiscal years are shown in gray.

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

Construction Cost Index

The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in construction costs. The adjustment occurs on July 1 of each year and no Board action is necessary or required. The NBTSDC Construction Cost Index follows the Transportation Development Tax (TDT) Construction Cost Index. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

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

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

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

North Bethany Funding Plan Revenue Source Summary

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

Table 10: Summary of North Bethany Revenue Sources

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

1) Includes revenue plus interest and credits

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

** Estimated from NBTSDC receipts plus credits

Review of North Bethany Development

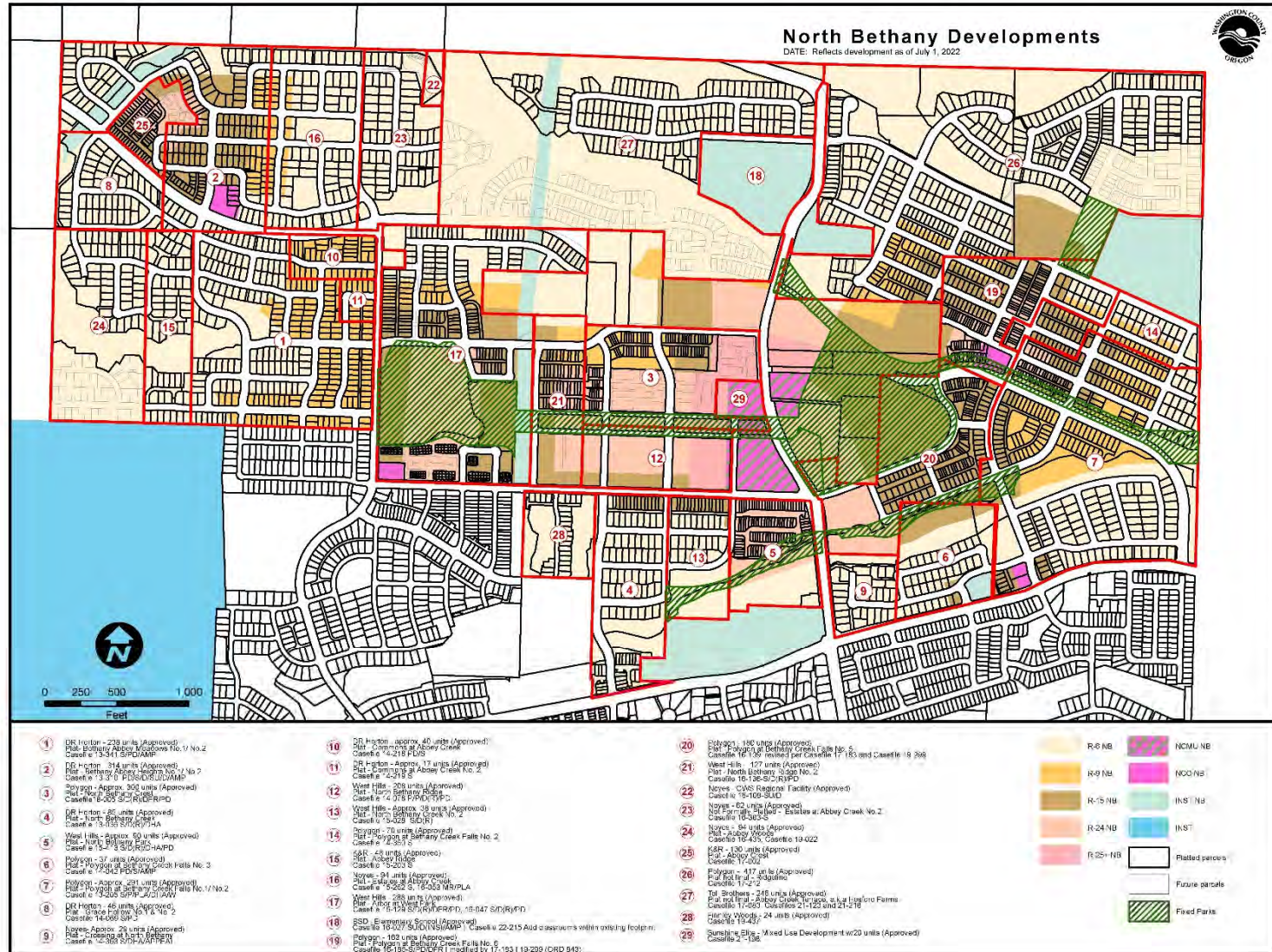
Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved. Construction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

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

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

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

Figure 2: Development as of June 30, 2022



North Bethany Development Analysis

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

Table 11: Residential Development

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

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

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

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

North Bethany Non-Residential Development

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

North Bethany Road Project Analysis

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

Table 12: North Bethany Road Project Analysis

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/ Other Funding
1	Shackelford Rd	West Boundary to Joss	\$9,300,000	16%	\$1,490,540	TDT15-05 TDT15-06 NB15-001 NB15-002 NB-007 NB16-004 NB16-009 NB17-001
2	Shackelford Rd	Joss to Kaiser	\$8,800,000	4%	\$359,757	NB19-003 TDT19-07 TDT19-08
3	Springville Rd	185 th to Joss	\$11,100,000	107%	\$11,861,178	TDT MSTIP 3d-HG NB Co Svc Dist URMD
4	Springville Rd	Joss to Kaiser	\$3,600,000	25%	\$886,686	TDT14-04 URMD Safety NB Co Svc Dist
5	Springville Rd	Kaiser to Countyline	\$0			
6	Kaiser Rd	Shackelford to Springville	\$7,800,000	30%	\$2,343,017	NB16-006 NB18-001 NB19-001 NB19-002 NB21-001 TDT18-03 TDT19-02 TDT19-05 TDT19-07 TDT21-06 TDT22-01
7	185th Ave	Springville to West Union	\$4,500,000	40%	\$1,792,652	TDT MSTIP 3d-HG
8	Shackelford	Kaiser to Countyline	\$0	N/A	\$185,193***	NB16-003
9	Shackelford Rd	½ Bridge over Rock Creek	\$7,300,000			
10	185 th and Springville	Realignment	\$900,000	100%	\$900,000	MSTIP 3d-HG TDT
11	Kaiser Rd	Springville to Bethany	\$6,100,000			
12	Brugger Rd	Joss to Kaiser	\$3,200,000	21%	\$673,950	NB14-02 NB16-008 NB18-001 NB18-002

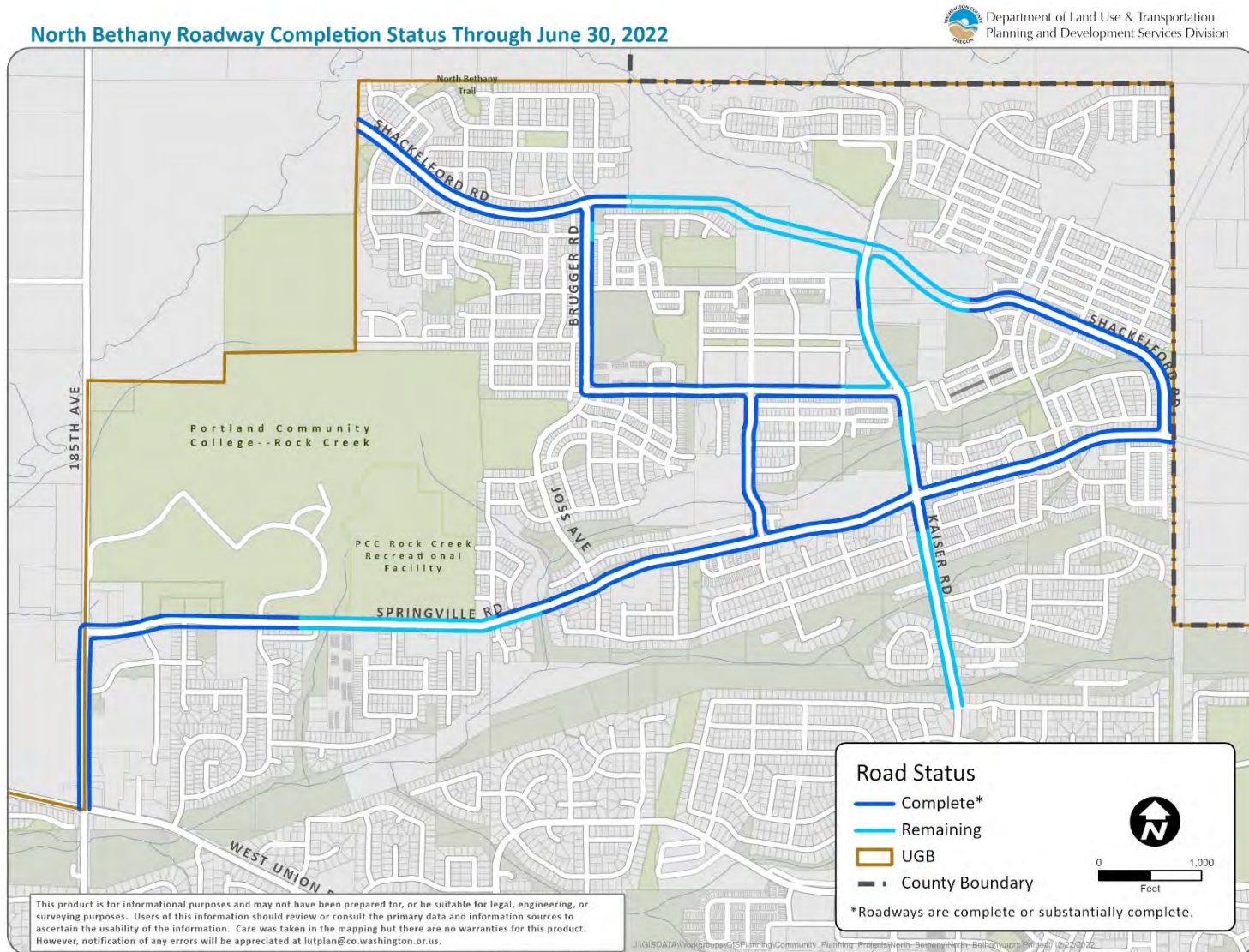
Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/ Other Funding
						NB18-003 NB18-004 NB18-005 NB22-001 TDT18-06 TDT22-05
13	Joss Rd	Shackelford to Arbor	\$4,100,000	11%	\$461,604	NB15-003 NB16-001 NB16-002 NB18-002 NB18-003 NB18-004 NB18-005
14	P15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

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

** Includes public construction and/or credits issued.

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

Figure 3: North Bethany Road Improvements



North Bethany Project Costs

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

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

Conclusions and Recommendations

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

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

This report provides three recommendations:

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

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

Introduction

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

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

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

BONNY SLOPE WEST TRANSPORTATION SDC FY 2021-2022 SUMMARY

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

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



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Bonny Slope West Transportation System Development (BSWTSDC) Charge Summary

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

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

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

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

Table 2: BSWTSDC Expenditures

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

Bonny Slope West Funding Plan Revenue Source Summary

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

Table 3: Summary of Bonny Slope West Revenue Sources

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

¹ Includes revenue plus interest and credits

* Estimated from BSWTSDC receipts plus credits

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

Review of Bonny Slope West Development

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

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

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

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

Bonny Slope West Development Analysis

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

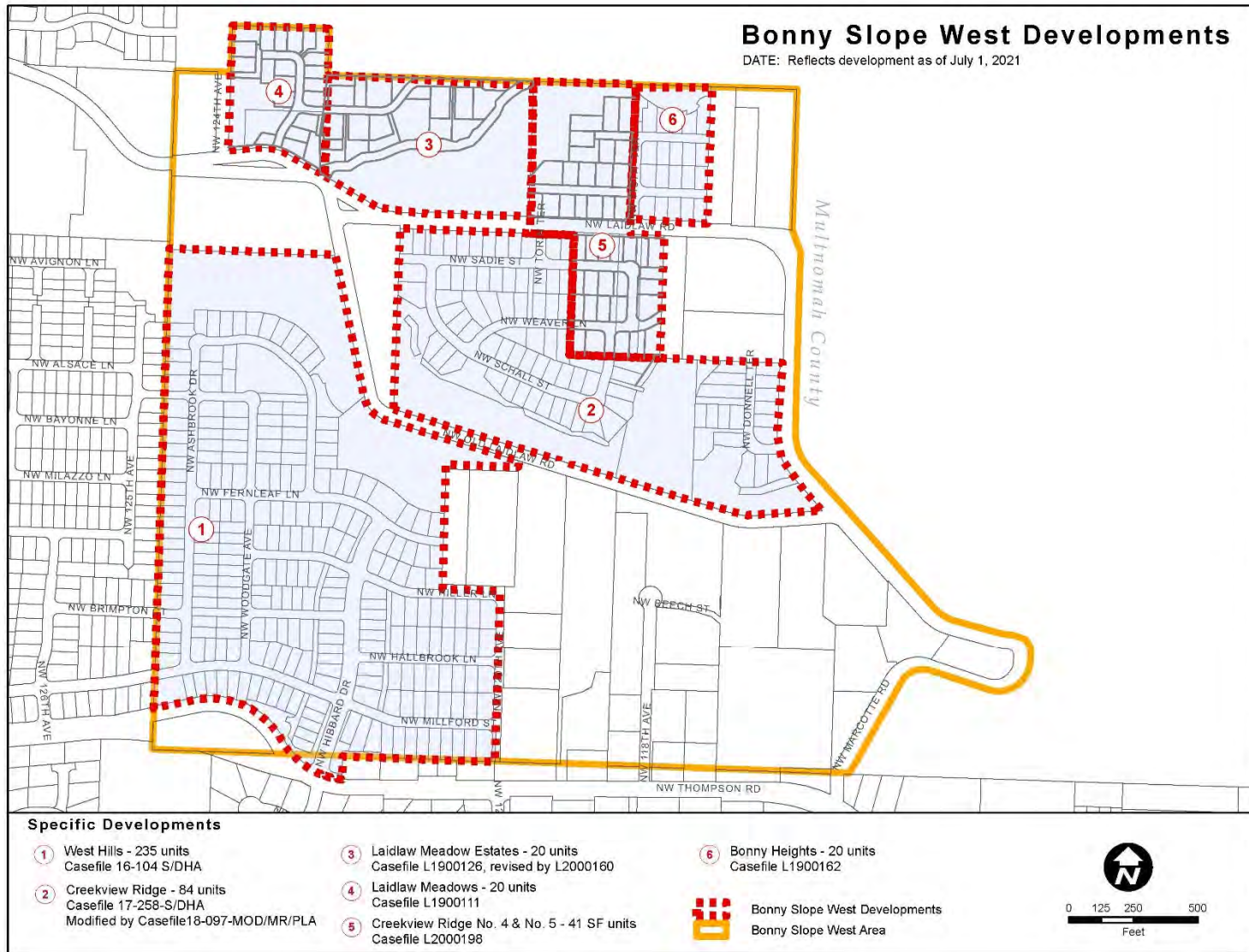
Table 4: Residential Development

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

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

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

Figure 1: Development as of June 30, 2022



Bonny Slope West Road Project Analysis

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

Table 5: Bonny Slope West Road Project Analysis

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

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

** Includes public construction and/or credits issued.

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

Bonny Slope West Project Costs

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

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

Conclusions and Recommendations

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

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

This report provides three recommendations:

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