

City of Sherwood, Oregon  
RESOLUTION NO. 90-476

A RESOLUTION AUTHORIZING THE IMPLEMENTATION OF THE COUNTY-WIDE TRAFFIC IMPACT FEE, SUSPENDING THE APPLICATION OF CITY STREET SYSTEM DEVELOPMENT CHARGE, AND ESTABLISHING AN EFFECTIVE DATE.

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WHEREAS, on September 18, 1990, the electors of Washington County approved Washington County Ordinance No. 379, establishing a county-wide tax on new development called the Traffic Impact Fee for the purposes of making extra-capacity street improvements, and

WHEREAS, Section 3.17.110 of Ordinance No. 379 entitles each city within the County to collect the tax, administer its provisions, and retain 100% of the proceeds upon adoption of a resolution in accordance with Section 3.17.110, and

WHEREAS, County Ordinance No. 379 goes into effect on October 22, 1990, and the City desires to collect and administer the tax in accordance with the provisions of the Ordinance, and

WHEREAS, City Zoning Code Section 6.302 exacts a street systems Improvement Fee which is effectively superseded by this traffic impact fee.

NOW, THEREFORE, THE CITY RESOLVES AS FOLLOWS.

Section 1. Adoption. The City shall administer the county-wide uniform traffic impact fee within its city limits effective October 22, 1990, in full compliance with all of the terms of County Ordinance No. 379, attached hereto as Exhibit "A".

Section 2. Intergovernmental Agreement. The City shall cooperate with the County and other cities within the County to adopt intergovernmental agreements setting forth administrative and financial procedures to ensure uniform and fair application of the traffic impact fee.

Section 3. System Improvements Fees. Section 6.302 of the Sherwood Community Development and Zoning Code is hereby suspended and City staff is directed to prepare suitable amendments to the Code incorporating the traffic impact fee.

Section 4. This Resolution shall become effective upon approval and adoption.

Duly passed by the City Council on October 10, 1990.

Norma Jean Oyler  
Norma Jean Oyler, Mayor

Attest:

Polly Blankenbaker  
Polly Blankenbaker  
City Recorder

"A" Engrossed

IN THE BOARD OF COUNTY COMMISSIONERS  
FOR WASHINGTON COUNTY, OREGON

Ordinance No. 379

( An Ordinance Adopting a  
( Countywide Traffic Impact Tax on  
( New Development, Providing  
( Certain Exceptions and Credits,  
( Establishing Administrative  
( Procedures, Repealing the Existing  
( TIF and Referring This Ordinance  
( To the Voters.

## SECTION 1.

The Board of County Commissioners of Washington County, Oregon, ordains:

9           A. The Traffic Impact Fee ordinance first adopted in 1986, as  
10          subsequently amended, has been an efficient, effective and equitable program to  
11          address a portion of the extra-capacity road needs generated by new  
12          development.

13                   B. Extending the tax countywide will promote cooperation between the  
14 applicable jurisdictions, enhance economic development, encourage uniform  
15 application of laws relating to new development, provide additional revenues to  
16 meet a portion of extra-capacity needs and, in general, represents a wholistic  
17 approach to the issue of accommodating development while preserving the health  
18 and welfare of the citizens of Washington County.

19       C. Certain changes to the prior TIF program are necessary for proper  
20 countywide application and to respond to the needs and concerns of the cities  
21 within Washington County. The Board recognizes that it is necessary to  
22 negotiate intergovernmental agreements with cities to address administrative  
23 issues important to implementation of this Ordinance.

## SECTION 2.

25           A. The Board adopts the report entitled "Countywide Traffic Impact Fee  
26        Needs Policies" in support of this Ordinance and notes that the tax imposed by

1 this ordinance does not meet all of the identified needs for extra-capacity  
2 improvements but must be viewed as one component of a multi-faceted program.

3       B. The Board has heard testimony from staff, interested jurisdictions,  
4 groups and individuals, has been fully apprised of the issues and finds that  
5 this is an appropriate and necessary exercise of the taxing power of the Board  
6 of County Commissioners.

7       SECTION 3.

8       A. Exhibit "A" attached and by this reference hereby is adopted as the  
9 traffic impact fee ordinance imposing a countywide tax as provided for therein.

10      B. Pursuant to Charter Section 10(a), this ordinance shall be referred  
11 to the voters at the special election set for September 18, 1990 and, if  
12 approved, pursuant to Charter Section 50(c) shall take effect 30 days from such  
13 approval.

14      C. The Office of County Counsel is authorized to [certify] codify this  
15 ordinance, and is hereby authorized to make any technical changes, not  
16 affecting the substance of this ordinance, as necessary to accomplish such  
17 codification.

18      D. A determination by a court of competent jurisdiction that any  
19 section, clause, phrase, or word of this Ordinance, or its application, is  
20 invalid or unenforceable for any reason shall not affect the validity of the  
21 remainder of the Ordinance or its application and all portions not so stricken  
22 shall continue in full force and effect.

23       SECTION 4.

24      A. Upon the effective date of this Ordinance, Washington County Code  
25 Chapter 3.17, originally adopted as Ordinance Nos. 310, 319 and 328, is  
26 repealed except for the limited applicability provided in Exhibit "A" for

previous developments or developments in process.

B. All TIF funds received pursuant to said repealed ordinances may be expended as provided therein. Adoption of this ordinance shall in no way impact the validity of credits, offsets, public improvement contracts, appropriations, budgets or other such actions taken or decisions made in accordance with the former TIF ordinance.

ENACTED this 14th day of August, 1990, being the 4th reading  
and 2nd public hearing before the Board of County Commissioners of  
Washington County, Oregon.

BOARD OF COUNTY COMMISSIONERS  
FOR WASHINGTON COUNTY, OREGON

## APPROVED

Chairman

Recording Secretary

## READING

## PUBLIC HEARING

FIRST July 24, 1990

August 7, 1990

SECOND July 30, 1990

August 14, 1990

THIRD August 7, 1990

FOURTH August 14, 1990

## FIFTH

VOTE: Aye Meek, Larrance, Rogers

Nay None

Absent Hays, Killpack

Abstain None

Recording Secretary: Kim. Abbott

Date: 8/14/90

TIF TAX ORDINANCE

**3.17.010 Title**

This ordinance shall be known, and may be pleaded as, the Washington County Traffic Impact Fee Ordinance (TIF).

**3.17.020 Purpose and Scope**

- A. This tax is adopted to ensure that new development contributes to extra-capacity transportation improvements needed to accommodate additional traffic generated by such development.
- B. This tax shall provide funds for extra-capacity improvements to county and city arterials and certain collectors or state facilities. It applies throughout Washington County, including within incorporated cities.

**3.17.030 Definitions**

As used in this ordinance unless the context requires otherwise:

- A. "Applicant" means the person seeking to obtain a building permit.
- B. "Arterial" means that term as defined in the comprehensive plan.

C. "Base Report" means the report dated [July] August, 1990 and adopted as Appendix D hereto.

D. "Board" means the Board of County Commissioners of Washington County, Oregon.

E. "Building official" means that person, or his designee, licensed by the state and designated as such to administer the State Structural Specialty Code for the county or city.

F. "Building permit" means that permit issued by the county or city building official pursuant to the Uniform Building Code. In addition, building permit shall mean the mobile home placement permit issued by the director, or his representative, on a form approved by the Department of Commerce of the state and relating to the placement of mobile homes in the county. For those uses for which no building permit is provided, the final approval granted by the jurisdiction approving the use[.] shall be deemed a building permit for purposes of this ordinance.

G. "Business and commercial" means that land use category as identified by those structures as shown in Appendix "A" attached hereto, or any other structures as determined by the director pursuant to Section 3.17.050 of this ordinance.

H. "City Council" means the governing body of each incorporated city having jurisdiction over property within the boundaries of Washington County.

I. "Collector" means a non-arterial road or street designated on the "Base Report" adopted as Appendix D, or as amended.

J. "Comprehensive Plan" means the comprehensive plan, transportation plan, capital improvements plan, public facilities plan or equivalent plan adopted by ordinance by the applicable jurisdiction.

K. "Construction cost index" means an annual construction cost estimate based on a composite of the unit costs for specified construction components of all accepted construction contracts entered into by the Oregon Department of Transportation during a single year indexed to the quantity and total cost of such items for the years 1960-1962 inclusive, and computed using the formula set forth in Appendix "B" hereto, attached and by this reference incorporated herein.

L. "County" means Washington County, Oregon.

M. "Department" means the county department of Land Use and Transportation, or, in those cities that have opted to collect and administer this tax, the department charged with said duties.

N. "Director" means the director of the department of Land Use and Transportation, or in those cities that have opted to collect and administer this tax, the person designated by the city to so act.

O. "Extra-capacity facilities or improvements" means those transit, arterial and collector improvements that are necessary in the interest of public health, safety and welfare to increase traffic capacity to address new development. Such improvements include, but are not limited to, signalization, channelization, widening, drainage work, pedestrian safety, lighting, acquisition of right-of-way and necessary easements, street extensions, railroad crossing protective devices, bridges and bike paths, and transit.

P. "Fee" shall mean the traffic impact tax adopted herein.

Q. "Industrial" means that land use category as identified by those structures as shown in Appendix "A", attached hereto, or any other structures as determined by the director pursuant to Section 3.17.050 of this ordinance.

R. "Institutional" means that land use category as identified by those structures as shown in Appendix "A", attached hereto, or any other structures as determined by the director pursuant to Section 3.17.050 of this ordinance.

S. "Occupancy permit" means the occupancy permit provided for in the Uniform Building Code or other ordinance of the applicable jurisdiction. If no occupancy permit is provided for a particular use, the final inspection and approval shall serve as the occupancy permit.

T. "Offices" means that land use category as identified by those structures as shown in Appendix "A", attached hereto, or any other structures as determined by the director pursuant to Section 3.17.050 of this ordinance.

U. "Residential" means that land use category as identified by those structures as shown in Appendix "A", attached hereto, or any other structures as determined by the director pursuant to Section 3.17.050 of this ordinance.

V. "Road" means a county road or city street.

W. "Traffic impact fee" means the tax imposed and required to be paid pursuant to this ordinance.

### 3.17.040 Imposition and Exceptions

A. A traffic impact tax hereby is imposed on all development in Washington County, including inside cities, as provided for herein. [real property in Washington County, including within incorporated cities, subject to obtaining a building permit.]

B. The following development is exempt from the tax:

1. Remodeling or replacement of any single-family structure (including mobile homes);
2. Multifamily structure remodeling or replacement except to the extent of addition of dwelling units;
3. Remodeling of office, business and commercial, industrial or institutional structures except to the extent it generates additional average weekday trips as determined in the manner set forth in Appendix "A" or as provided by 3.17.050B whichever is applicable;

4. Development not subject to this ordinance pursuant to Section 3.17.150 (Transition)
5. A transit improvement which has the impact of removing vehicle trips or reducing vehicle miles of travel on the county's major roadway system, as approved by the Director.

3.17.050 Amount

- A. The amount of the tax due shall be determined by multiplying the following applicable dollar amount, adjusted as provided in subsection E of this section, by the number of average weekday trips generated by the new development in accordance with the basis for trip determination set forth in Appendix "A" attached hereto and incorporated herein:

Residential Use	\$135 per average weekday trip
Business and	
commercial use	\$ 34 per average weekday trip
Office use	\$124 per average weekday trip
Industrial use	\$130 per average weekday trip
Institutional use	\$ 56 per weighted average daily trip

The amount of the traffic impact fee for institutional uses shall be based on the weighted average daily trip calculated as follows:

$$\underline{(\text{average weekday trip rate} \times 5) + (\text{average weekend trip rate} \times 2)}$$

B. In the event an identified use does not have a basis for trip determination stated in Appendix "A", i.e., "Not Available", the director shall either:

1. Determine the trip generation based on the use listed in Appendix 'A' most similar in traffic generation; or
2. At the election (and expense) of the applicant, consider actual trip generation of a same or similar use verified by a registered traffic engineer. In the event actual trip generation is utilized, the director may make such adjustments as he deems applicable in consideration of location, size and other appropriate factors in determining the average weekday trip.

C. It is recognized that single structures may include more than one use. In such event the director for purposes of establishing the traffic impact fee shall proportion the uses accordingly.

D. The applicant shall, at the time of application for a building permit, provide the department with necessary and applicable information, such as the type of use, number of employees or square footage of structures, necessary to calculate the traffic impact fee.

E. Notwithstanding any other provision, the dollar amounts set forth in subsection A of this section shall on May 1st of each year be computed to increase automatically by six percent unless the Board of County Commissioners of Washington County first determines that the construction cost index is a more accurate estimate of the increase or decrease in construction costs. Upon such a determination, the amounts set forth in subsection A of this section shall be increased or decreased by the average percentage fluctuation of the construction cost index over the previous ten years. In no event, however, shall there be an annual increase in the excess of six percent. Notwithstanding the foregoing, all calculations shall be carried out to the hundredths place. A final product ending in .49 or less shall be rounded down to the nearest dollar, .50 or more up to the next dollar.

F. The construction cost index for 1986 and subsequent years shall be prepared by an Oregon registered professional engineer employed or retained by Washington County. The index shall be prepared in accordance with the formula set forth in Appendix "B" and generally accepted construction cost indexing standards. The Oregon Highway Composite Construction Cost Index for the fourth quarter of 1985, attached to the ordinance codified in this chapter and by this reference incorporated herein as Appendix "C", is adopted as the composite index for the years 1975-1985 to be used in computing the average percentage increase or decrease over the previous ten years.

G. Washington County promptly shall notify each city in writing of the increase or decrease. The adjustment to the dollar amount as described above shall apply to all [development] building permit applications accepted for review on or after July 1st, by the County or city having jurisdiction over the development.

H. The decision of the board, including the accuracy of the construction cost index and its application, shall be reviewable solely under ORS 34.010-34.100, relating to writs of review, in the Circuit Court of the State of Oregon in Washington County.

3.17.060 Payment

A. Unless deferred, the tax imposed hereby is due and payable at the time of issuance of a building permit by the County or city. Except as otherwise provided in this Ordinance, no building permit shall be issued for a development subject to this tax unless the tax is first paid in full.

B. Notwithstanding subsection A of this section, in those cases where the amount due for any one building permit exceeds five thousand dollars, the applicant may request a payment deferral. The request must be made in writing to the director no later than the time of application for a building permit. The director shall grant deferral of the traffic impact fee, however, any traffic impact fee shall be paid in full prior to the issuance of an occupancy permit. The amount of TIF due on

deferred obligations shall be the amount in effect at the time of issuance of the occupancy permit. Deferred TIF obligations shall not be eligible for internal financing or bancrofting as provided in subsection C unless so requested at the time of application for deferral. Selection of the credit or offset option must be made at the time of application for deferral. Failure to specify shall be deemed to be selection of the credit option. The selection is irrevocable.

C. Any traffic impact fee may be eligible for internal financing or a "bancrofting agreement" pursuant to ORS 223.205 through 223.785, the Bancroft Bonding Act[.] or any adopted city process. Bancrofting and installment payment agreements, as allowed herein, shall be limited in term in the following manner:

Traffic impact fee through \$1,000	3 years
Traffic impact fee from \$1,001 thru \$5,000	5 years
Traffic impact fee \$5,001 and more	10 years

Any installment or bancroft agreement provided by this section shall have an interest rate as determined, at the time of the application, by the chief County or city financial officer and in recognition of the then current market rates and costs associated with the administration of such agreements.

Applications for an agreement, as provided in this chapter, must be made at the time of building permit application, or occupancy permit if permitted pursuant to subsection B of this section.

No applications made subsequent to issuance of the building permit, or occupancy permit if allowed by subsection B of this section, shall be considered. Any traffic impact fee using an agreement shall be a lien pursuant to ORS 223.230[.] or city provision. No offset shall be allowed for any tax satisfied through use of an agreement provided in this section.

3.17.070 Credit

An applicant for a building permit, or occupancy permit if deferral has been granted, shall be entitled to a credit against the tax for constructing eligible capital improvements as defined herein.

A. An extra capacity road or transit improvement is eligible for credit provided it meets all of the following:

1. With the exception of eligible transit improvements, the improvement must be on a facility designated as an Arterial or Collector facility in the Base Report, adopted hereby as Appendix "D".
2. The improvement must be designed and constructed to provide additional capacity to meet projected future transportation needs. Improvements that address capacity deficiencies existing at the time of development are not eligible. In the case of improvements addressing both, only that portion providing future capacity is eligible; and

3. The Director determines that the timing, location, design and scope of proposed improvement is consistent with and furthers the objectives of the capital improvements program of the jurisdiction and, either:
  4. a. The improvement is required to fulfill a condition of development approval issued by the jurisdiction with land use decision making authority; or
  - b. The improvement is within the impact area of the development. For purposes of this section, impact area is that geographic area determined by the director in which the estimated traffic to be generated by the development exceeds ten percent of the existing average daily traffic. Existing traffic volumes shall be those observed within six months prior to filing the development application, adjusted for daily and seasonal traffic variations using factors provided by the director.
- B. A road or transit improvement constructed to address a safety-hazard is eligible for credit if it meets the following:
  1. With the exception of eligible transit improvements, the improvement must be on a facility designated as an Arterial or Collector in the Base Report; and

2. The improvement must have been mandated as a condition of development approval and be located within the impact area of the development, as determined pursuant to 3.17.070 A.4.b.

C. Credit eligibility shall be determined by the director. In addition to meeting the standards of Sections "A" and "B" of this Section, the following shall control:

1. There shall be no credit for improvements to the center 28 feet of an existing road, except safety improvements creditable under subsection B.
2. New roads are eligible projects as long as they meet the remaining project eligibility criteria. An existing dirt or gravel road is deemed new if its daily traffic volume is below 200 vehicles per day. For new facilities, TIF credits may be issued for the entire roadway width.
3. Improvements which primarily function as access to a private street or driveway are not eligible.
4. Improvements, including travel lanes and bikelanes, must be at ultimate alignment, line and grade except that said improvements need not be at ultimate alignment, line and grade if the improvement is a safety improvement as provided in section B.

5. Bike lanes are eligible only if required pursuant to an adopted comprehensive plan.
6. For intersection signals and related devices, only 50% of extra capacity or safety intersection improvements shall be eligible if the intersection involves one eligible and one non-eligible road. Two-thirds shall be eligible in the case of a T-intersection involving an eligible through road only. One-third shall be eligible in the case of a T-intersection involving a non-eligible through road.

[7. The minimum on-street landscaping mandated by the applicable land use ordinance is eligible. No additional landscaping shall be creditable.]

[8. The minimum street lighting mandated by the applicable land use ordinance is eligible if within the public right-of-way.]

7. [9.] Transit extra-capacity or safety capital improvements such as bus shelters, turn-outs, park and ride lots may be eligible if approved by the appropriate transit authority. No transit credit shall exceed 10% of the TIF due.

8.[10.] No credits shall be issued for landscaping, street lighting, storm sewers, sidewalks, and erosion control; or sound walls, berms or other such mitigation devices.

9. [11.] Road right-of-way required to be dedicated pursuant to the applicable comprehensive plan or development condition is not creditable. The reasonable market value of land purchased by the applicant from a third party to complete a required off-site improvement is creditable.

10.[12.] No credit shall be granted for utility relocation except for that portion which otherwise would have been the legal obligation of the jurisdiction pursuant to a franchise, easement or similar relationship.

11.[13.] No credit shall be granted for minor realignments not designated on the comprehensive plan.

12.[14.] No more than 13.5% of the total eligible construction cost shall be creditable for survey, engineering, and inspection.

D. All credit requests must be in writing and filed with the director not less than 90 days after acceptance of the improvement.

Improvement acceptance shall be in accordance with the practices, procedures and standards of the applicable jurisdiction. The amount of any credit shall be determined by the director and based upon the subject improvement construction contract documents, or other appropriate information, provided by the applicant for the credit. Upon a finding by the director that the contract amounts exceed prevailing market rate for a similar project, the credit shall be based upon market rates. The director shall provide the applicant with a credit, on a form provided by the department. The original of the credit form shall be retained by the department.

The credit shall state a dollar amount that may be applied against any traffic impact fee imposed against the subject property. In no event shall a subject property be entitled to redeem credits in excess of the traffic impact fee imposed.

- E. Credits shall be apportioned against the property which was subject to the requirement to construct an improvement eligible for credit. Unless otherwise requested, apportionment against lots or parcels constituting the property shall be proportionate to anticipated average weekday trips generated by the respective lots or parcels except for institutional which shall be based on a full week. Upon written application to the director, however, credits shall be reapportioned from any lot or parcel to any other lot or parcel within the confines of the property originally eligible for the credit. Reapportionment shall be noted on the original credit form retained by the department.
- F. Any credits as provided in this chapter are assignable, however, they shall apply only to that property subject to the original condition for land use approval upon which the credit is based or any partitioned or subdivided parcels or lots of such property to which the credit has been apportioned. Credits shall only apply against traffic impact fees, are limited to the amount of the fee attributable to the development of the specific lot or parcel for which the credit is sought and shall not be a basis for any refund.

G. Any credit must be submitted not later than the issuance of the building permit or, if deferral was permitted pursuant to 3.17.060, issuance of the occupancy permit. The applicant is responsible for presentation of any credit and no credit shall be considered after issuance of a building permit or, if deferral was granted, issuance of an occupancy permit.

H. Credits shall not be allowed more than seven years after the acceptance of the applicable improvement by the appropriate jurisdiction. No extension of this deadline shall be granted.

I. Upon annexation, credits previously issued by the County shall be honored by the jurisdiction collecting the tax.

3.17.080 OFFSET ALTERNATIVE FOR CERTAIN SAFETY IMPROVEMENTS

A. In lieu of a traffic safety improvement credit from the director, a developer may choose to receive a dollar-for-dollar cash offset. This offset shall be available only against the cost of traffic safety improvements which would otherwise be eligible for a credit as provided in 3.17.070. If TIF deferral is sought pursuant to 3.17.060B, the offset option must be selected at the time of application for deferral. Failure to do so means the offset option is waived.

B. To obtain offset payments, the developer shall file a written request, on a form approved by the director, for an offset in-lieu

of credit. This request must be filed within 90 days of acceptance of the improvement by the district and include the cost information required by Section 3.17.070 D. Eligible traffic safety costs of a development may be subject to offset or credit, but not both.

- C. The amount of cash offset shall be calculated by the director in the same manner as provided in Section 3.17.070 D. for a credit.
- D. The director shall establish an offset account sufficiently identifying each developer and development for which an offset has been requested. As cash taxes are collected for the development, the taxes shall be deposited into said account until sufficient funds are deposited to reimburse the developer for the full amount of eligible improvement costs. No interest shall be due or payable on the funds in said account. Traffic impact fee moneys paid in excess of the offset amount shall be deposited in the traffic impact fee fund. No offset funds shall be made available for traffic impact fees satisfied by use of credits or made subject to a Bancroft agreement.
- E. Beginning January 2, through and including 5:00 p.m. January 31 of each year, the developer who actually incurred eligible traffic safety improvement costs may file a written claim for offset moneys placed in the account for the subject development during the preceding calendar year. The claim shall be on a form approved by the director. No claim for offsets shall be accepted or processed

after this deadline. For purposes of this section, an offset request is timely filed if postmarked January 31.

E. Within 30 days of receipt of a claim for offset, the director shall verify eligibility and issue payment to the claimant for the eligible amount expended as of December 31 of the previous year, less an administrative fee of 3% of the offset amount to a maximum administrative fee of \$2,000.00 per account per year. In no event shall the payment exceed the amount of traffic impact fee moneys actually received during the previous year from the development conditioned to make the eligible safety improvement. In no event shall payment exceed the approved cost of eligible safety improvements. Any unclaimed balance remaining on February 1 shall not be eligible for offset and shall be transferred to the traffic impact fee fund.

G. Traffic safety improvement costs shall be eligible for offset for up to seven years after the assurance is provided. Offsets can no longer be claimed after January 31 of the seventh year following acceptance of the assurance, regardless of whether TIF revenues may continue to be generated by the development or whether the improvement has been completed. Remaining revenue shall be deposited in the TIF fund.

H. Offsets are non-transferrable and non-assignable. They shall apply only to that property subject to the original condition for land use approval upon which the offset is based. Offsets shall only apply

against traffic impact fees, are limited to the amount of the tax attributable to the development for which the offset is sought and shall not be a basis for any refund.

3.17.090 Dedicated Fund

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

B. Moneys received from payment of traffic impact fees subject to offset shall be placed in an account identifying the developer and development conditioned to make the eligible safety improvement.  
Moneys received in excess of that required to honor offsets shall be placed directly in the fund. In addition, funds remaining due to unclaimed offsets shall be deposited in the fund upon expiration of the claim period.

3.17.100 Use of TIF Revenues

A. TIF revenues may be spent to provide new or expanded arterial and collector projects as shown in the Base Report and extra-capacity transit projects including all related improvements necessary to meet adopted standards. In addition, the reasonable and customary

costs of administering this tax and projects funded hereunder, including repayment of debt, may be paid from TIF revenues.

B. Notwithstanding subsection A of this section, the following limitations apply:

1. For expansion of existing roads, except realignments of existing roads to fulfill an adopted transportation or capital improvements map, no TIF revenues shall be expended on the center 28 feet;
2. The sum of \$10.00 per trip generated from development of properties inside the jurisdiction of a transit district, increased annually as provided in Section 3.17.050 E, shall be reserved for extra-capacity transit improvements; and
3. Except as provided in sub-paragraph 4, fifty percent of all revenues, net of credits and the transit apportionment, annually collected by each jurisdiction shall be reserved for use only for arterials designated in the Base Report adopted herein. Such funds may be used for collectors only if the County certifies that all necessary extra-capacity improvements to arterials in the Base Report have been assured. "Assured" shall mean completed or that funds have been set aside in the form of cash, cash-in-escrow, letters of credit or similar binding obligation acceptable to County.

4. Notwithstanding paragraph 3, the County and a city may by intergovernmental agreement allow TIF funds to be spent on a specific collector project within said city or which directly benefits the city regardless of whether non-assured arterial needs exist.

C. TIF revenues shall be spent on improvements within the boundaries of the jurisdiction in which the tax was collected or which directly benefit said jurisdiction. In those cities which have not opted to administer this tax, taxes collected by Washington County on building permits issued by said cities shall be spent only on County arterials and major collectors within or directly benefiting said city until such time as the County certifies that all extra-capacity needs on such facilities have been assured. Upon certification, the County may spend the funds on any County arterial or major collector. Taxes collected by Washington County from properties within an acknowledged urban planning area shall be spent by the County only within that area or to directly benefit that area until the County formally certifies that all County arterial and major collector needs have been met, at which time the funds may be spent on any County arterial or major collector.

#### 3.17.100 Refunds

Refunds of traffic impact fees may be made upon initiation of the director or upon written application filed with the director.

Refunds shall [only] be allowed upon a finding by the director that there was a clerical error in the calculation of the traffic impact fee. Refunds shall [not] be allowed for failure to claim a credit or offset [at the time the credit request was due.] provided the claim for refund is in writing and actually received by the appropriate jurisdiction within 30 days of the date of issuance of the building permit or occupancy permit if deferral was granted. No refund shall be granted for any reason other than those expressly provided for herein.

### 3.17.110 Administration

- A. Except as provided in paragraph B below, proof of payment of the tax to Washington County shall be required prior to issuance of a building permit or occupancy permit if deferred, for any [land] development in Washington County, including any incorporated city.
- B. Each city shall be entitled to collect the tax and administer this ordinance within its city limits provided it files with the Board of County Commissioners a resolution or ordinance approved by the city council and containing the following:
  1. Agreement to administer the tax in full compliance with its terms;

2. Acceptance of full and sole responsibility for proper administration in accordance with the ordinance, including for any fund deficiencies notwithstanding termination;
3. A provision for 90 days notice of termination by City and an agreement to transition administration to the County in a reasonable and good faith manner.

C. Upon filing said ordinance or resolution, City shall be entitled to retain 100% of all tax revenues it collects to be used pursuant to this ordinance.

3.17.120 Collection

- A. Notwithstanding issuance of a building or occupancy permit without payment, the tax liability shall survive and be a personal obligation of the permittee.
- B. Intentional failure to pay the tax within 60 days of the due date shall result in a penalty equal to 50% of the tax. Interest shall accrue from the 60-day point at the legal rate established by statute.
- C. In addition to an action at law and any statutory rights, the jurisdiction due the tax may:

1. Refuse to issue any permits of any kind to the delinquent party for any development;
2. Refuse to honor any credits held by the delinquent party for any development;
3. Condition any development approval of the delinquent party on payment in full, including penalties and interest.
4. Revoke any previous deferrals issued to the delinquent party, in which case the amount immediately shall be due, and refuse to issue any new deferrals.
5. Withdraw the amount due, including penalties and interest, from any offset account held by the jurisdiction for the delinquent party.

D. For purposes of this section, delinquent party shall include any person controlling a delinquent corporate permittee and, conversely, any corporation controlled by a delinquent individual permittee.

3.17.130 Annual Review

- A. The County annually shall review the traffic impact fee to determine whether additional tax revenues should be generated to provide extra-capacity improvements needed to address new development or to ensure that revenues due not exceed identified demands. In so doing, the County shall consider:
  1. Construction of facilities by federal, state or other revenue sources;

2. Receipt of unanticipated funds from other sources for construction of facilities;
3. New information provided by the Institute of Transportation Engineers adjusting trip rates; and
4. The impact of credits and offsets for safety improvements.

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

3.17.140 Review of Decisions

A. Review of Expenditures

1. Any citizen or other interested person may challenge an expenditure of TIF revenues as being in violation of this ordinance provided a written petition for review is filed with the Board of Commissioners of Washington County within two years of the expenditure. The petition shall identify with reasonable certainty the expenditure, the relevant facts and the specific provision alleged to have been violated.
2. The Board shall order an investigation and direct that within 60 days of receipt of the petition a written report be filed recommending appropriate action. Within 30 days of receipt of said report, the Board shall conduct a hearing to determine whether the expenditure was proper. At least 10 days notice of the hearing, including a copy of the report, shall be mailed to

the petitioner. Petitioner shall have a reasonable opportunity to present his or her position at the hearing.

3. The Board may by Resolution and Order adopt rules of procedure governing the hearing including that the hearing may be continued if necessary to further address the issues.
4. The petitioner shall have the burden of proof. Evidence and argument shall be limited to grounds specified in the petition. The Board shall issue a written decision stating the basis for its conclusion and directing appropriate action be taken.
5. Review of the Board decision shall be as provided in ORS 34.010 to 34.100.
6. For purposes of this section, "city council" shall be substituted for "Board of Commissioners" if the petition arises from expenditures made by a city which opted to collect and administer this tax as provided in 3.17.110.

B. Review of decisions of the director.

1. Discretionary decisions of the director shall be in writing and mailed by regular mail to the last known address of the applicant.

2. Any person aggrieved by a discretionary decision of the director may appeal the decision to the Washington County hearings officer. The appeal shall be in writing and must be filed with the director within 14 days of the date the director's decision was mailed.
3. The appeal shall state the relevant facts, applicable ordinance provisions and relief sought. The appeal shall be heard by the county hearings officer in the same manner as provided for development permit applications. The county may by resolution establish a reasonable appeal fee.
4. The appellant shall have the burden of proving that an error was committed resulting in substantial prejudice.
5. The decision of the Hearings Officer shall be reviewable solely under ORS 34.010 - 34.100 in the Circuit Court of Washington County.

3.17.150 Transition

- A. This ordinance shall apply to issuance of building permits for all development for which a building permit application is received by the County, or any city, on or after the effective date. This shall not include re-submittal of building permit applications previously deemed incomplete if the requested information is submitted within 180 days of the date the application was first submitted.

B. Notwithstanding repeal of Ordinance NO. 310, as amended by Ord. No. 319 and 328 and codified at WCC Ch. 3.17; said ordinances shall continue to be fully applicable and shall govern all building permit applications received by Washington County prior to the effective date of this ordinance. This shall include building permit applications previously deemed incomplete if the requested information is submitted within 180 days of the date the application was first submitted.

C. All deferrals, credits, offsets or similar grants shall continue and be administered under the terms in existence when issued. Repeal and enactment shall in no way impact any budget or appropriations, contracts, permits, condemnation proceedings or any other formal actions after pursuant to Ord. NO. 310 as amended. Repeal and enactment shall in no way impact any systems development charge, fee, or tax imposed by any city. This provision does not preclude any city from repealing or amending any such program, except that no credit or offset from TIF shall be granted against any credit or amount due city under a pre-existing program.



## APPENDIX "A"

<u>BASIS FOR TRIP DETERMINATION</u>	<u>WEEKDAY AVERAGE TRIP RATE</u>	<u>WEEKEND AVERAGE TRIP RATE</u>	
<b><u>RESIDENTIAL</u></b>			
210—Single-Family Detached Housing	No. of Units	10.00	
220—Apartment	" " "	6.10	
221—Low-Rise Apartment	" " "	6.60	
222—High-Rise Apartment	" " "	4.20	
230—Residential Condominium	" " "	5.86	
231—Low-Rise Condominium	Not Available	*	
232—High-Rise Condominium	No. of Units	4.18	
240—Mobile Home	" " "	4.81	
250—Retirement Community	" " "	3.30	
260—Recreational Home	" " "	3.16	
270—Planned Unit Development (Residential)	" " "	7.44	
<b><u>INSTITUTIONAL</u></b>			
010—Waterports	Ship Berths	100.00 <sup>3</sup>	*
020—Airport	Not Available	*	*
021—Commercial Airport	Avg Flights/Day	11.83	*
022—General Aviation Airport	" " " "	3.06	*
030—Truck Terminals	T.G.S.F.	9.86	*
040—Railroad Terminal	Not Available	*	*
410—Park	Parking Spaces	7.58	11.82
411—City Park	Acres	3.66	33.58
412—County Park	"	2.11	2.26
413—State Park	"	1.05	1.78
420—Marina	Boat Berths	3.00	5.55
430—Golf Course	Parking Spaces	6.62	5.95
440—Theater	Not Available	*	*
441—Live Theater	" "	*	*
442—Music Theater	" "	*	*
443—Movie Theater (sit down)	Parking Spaces	6.19 <sup>1</sup>	7.18 <sup>1</sup>
444—Drive-In Theater	Not Available	*	*
450—Stadium	Parking Spaces	0.55	*
451—Baseball/Football	Not Available	*	*
452—Horse Race	Parking Spaces	1.08	*
453—Auto Race	Not Available	*	*
454—Dog Race	" "	*	*
460—Camp	" "	*	*
491—Tennis Courts	T.G.S.F.	32.93	23.80
492—Racquet Clubs	" "	15.94	23.85
501—Military Base	No. of Employees	1.78	*
510—Preschool	Not Available	*	*
520—Elementary School	No. of Students	1.03	*
530—High School	" " "	1.39	*
540—Junior/Community College	" " "	1.55	*
550—University	" " "	2.41	*

<sup>1</sup> Without Matinees

\* Not Available

<u>LAND USE CATEGORY/DESCRIPTION</u>	<u>BASIS FOR TRIP DETERMINATION</u>	<u>WEEKDAY AVERAGE TRIP RATE</u>	<u>WEEKEND AVERAGE TRIP RATE</u>
<u>INSTITUTIONAL (CONT'D)</u>			
560—Church	T.G.S.F.	7.70	18.18
565—Day Care Center	" "	67.00	6.15
570—Court	Not Available	*	*
580—Museum/Gallery	" "	*	*
590—Library	T.G.S.F.	45.50	25.39
610—Hospital	" "	16.69	11.29
620—Nursing Home	No. of Beds	2.60	2.26
<u>BUSINESS &amp; COMMERCIAL</u>			
310—Hotel	No. of Rooms	8.70	
320—Motel	" " "	10.19	
330—Resort Hotel	" " "	18.40	
810—Retail-General Merchandise	Not Available	*	
811—Speciality Store	" "	*	
812—Building Materials/Lumber	T.G.S.F.	30.56	
813—Lumber	Not Available	*	
814—Speciality Retail Center	T.G.L.S.F.	40.68	
815—Discount Stores	" "	70.16	
816—Hardware/Paint Store	T.G.S.F.	53.21	
817—Nursery	" "	36.17	
820—Shopping Center under 50,000 Gr. Sq. Ft.	T.G.L.S.F.	94.71	
821—Shopping Center 50,000— 99,999 Gr. Sq. Ft.	" "	84.51 <sup>2</sup>	
822—Shopping Center 100,000— 199,999 Gr. Sq. Ft.	" "	66.62 <sup>2</sup>	
823—Shopping Center 200,000— 299,999 Gr. Sq. Ft.	" "	53.62 <sup>2</sup>	
824—Shopping Center 300,000— 399,999 Gr. Sq. Ft.	" "	45.66 <sup>2</sup>	
825—Shopping Center 400,000— 499,999 Gr. Sq. Ft.	" "	41.41 <sup>2</sup>	
826—Shopping Center 500,000— 599,000 Gr. Sq. Ft.	" "	36.63 <sup>2</sup>	
827—Shopping Center 1,000,000— 1,200,000 Gr. Sq. Ft.	" "	32.82 <sup>2</sup>	
828—Shopping Center Over 1,200,000 Gr. Sq. Ft.	" "	32.38 <sup>2</sup>	
831—Quality Restaurant	T.G.S.F.	95.62 <sup>2</sup>	
832—High-Turnover, Sit-Down Restaurant	" "	100.00 <sup>3</sup>	
833—Drive-In Restaurant	" "	100.00 <sup>3</sup>	
834—Drinking Place	Not Available	*	

<sup>1</sup> Without Matinees

<sup>2</sup> Note: Rate Obtained by Taking Average of  
Maximum & Minimum Rates of Range

<sup>3</sup> Note: Rate Capped at 100.00

\* Not Available

<u>LAND USE</u> <u>CATEGORY/DESCRIPTION</u>	<u>BASIS FOR TRIP DETERMINATION</u>	<u>WEEKDAY AVERAGE TRIP RATE</u>	<u>WEEKEND AVERAGE TRIP RATE</u>
<u>BUSINESS &amp; COMMERCIAL (CONT'D)</u>			
841—New Car Sale	T.G.S.F.	47.52	
842—Used Car Sale	Not Available	*	
843—Auto Parts Sale	" "	*	
844—Service Station	No. of Pumps	100.00 <sup>3</sup>	
845—Tire, Battery & Accessory	Not Available	*	
846—Car Wash	No. of Wash Stalls	100.00 <sup>3</sup>	
847—Auto Repair	Not Available	*	
848—Highway Oasis (incl. truck fuel, minimal trucker & mechanical services)	Not Available	*	
849—Truck Stop (incl. food, auto & truck mechanical services, trucker supplies & trucker overnight sleeping accommodations)	" "	*	
850—Supermarket	T.G.S.F.	100.00 <sup>3</sup>	
851—Convenience Market	" "	100.00 <sup>3</sup>	
870—Apparel	" "	3.33	
890—Furniture Store	" "	4.35	
895—Video Arcade	" "	9.60	
911—Bank (walk-in)	" "	100.00 <sup>3</sup>	
912—Drive-In Bank	" "	100.00 <sup>3</sup>	
913—Savings and Loan (walk-in)	" "	61.00	
914—Drive-In Savings and Loan	" "	100.00 <sup>3</sup>	
<u>OFFICE</u>			
630—Clinic	T.G.S.F.	23.79	
711—General Office, Under 100,000 G.S.F.	" "	16.31	
712—General Office, 100,000 - 199,000 G.S.F.	" "	12.40	
713—General Office, 200,000 G.S.F. @200,000 and Over	" "	11.54	
720—Medical Office Building	" "	34.17	
730—Government Office Building	T.G.S.F.	68.93	
731—State Motor Vehicles Department	" "	16.60	
732—U.S. Post Office	" "	86.78	
740—Civic Center	" "	25.00	
750—Office Park	USE General Office		
760—Research Center	T.G.S.F.	6.09	
770—Business Park	" "	12.42	
910—Financial	Not Available	*	
915—Stockbroker	" "	*	
916—Lending Agency	" "	*	
920—Real Estate	" "	*	
930—Insurance	T.G.S.F.	11.45	

- 1 Without Matinees
- 2 Note: Rate Obtained by Taking Average of Minimum and Maximum Rates of Range
- 3 Note: Rate Capped at 100.00
- \* Not Available

<u>LAND USE CATEGORY/DESCRIPTION</u>	<u>BASIS FOR TRIP DETERMINATION</u>	<u>WEEKDAY AVERAGE TRIP RATE</u>	<u>WEEKEND AVERAGE TRIP RATE</u>
<u>INDUSTRIAL</u>			
110—General Light Industrial	T.G.S.F.	6.97	
120—General Heavy Industrial	" "	1.50	
130—Industrial Park	" "	6.97	
140—Manufacturing	" "	3.85	
150—Warehouse	" "	4.88	
151—Mini-Warehouse	" "	2.61	
170—Utilities	Employees	1.07	
180—Agriculture	Not Available	*	
860—Wholesale	T.G.S.F.	6.73	

NOTES

\* (Not Available) - Indicates that the ITE Manual does not contain information for this use. Therefore, the basis for trip determination shall be as set forth in Section [3.17-.040D.]

TGSF - Thousand Gross Square Feet

TGLSF - Thousand Gross Leasable Square Feet

BH:lt/mb  
(\bill\:\\bob-7)

6/27/86

## FORMULA FOR PREPARING ANNUAL CONSTRUCTION COST INDEX

## CONSTRUCTION COST INDEX FORMULA

CATEGORY	BASE QUANTITY * (1960 - 1962)	PRESENT YEAR AVG. UNIT COST	PRESENT YEAR TOTAL COST	BASE \$ AMOUNT (1960 - 1962)	PRESENT YEAR INDEX
EXCAVATION	46,430,832	X \$ PER CUBIC YARD =	/ \$100,754,905	X 100 =	
CRUSHED AGGREGATES	12,344,064	X \$ PER TON =	/ \$64,929,777	X 100 =	
ASPHALTIC CONCRETE PAVEMENT	2,334,371	X \$ PER TON =	/ \$34,618,722	X 100 =	
STRUCTURE CONCRETE	301,496	X \$ PER CUBIC YARD =	/ \$41,769,256	X 100 =	
BAR REINFORCING STEEL	63,950,648	X \$ PER POUND =	/ \$15,667,909	X 100 =	
STRUCTURAL STEEL	38,791,720	X \$ PER POUND =	/ \$32,313,503	X 100 =	
COMPOSITE			/ \$290,054,072	X 100 =	

## EXAMPLE FOR APPLICATION OF INDEX FORMULA FOR ESTABLISHING THE 1985 INDEX

CATEGORY	BASE QUANTITY (1960 - 1962)	1/1/85 - 12/31/85 UNIT COST	1/1/85 - 12/31/85 TOTAL COST	BASE \$ AMOUNT (1960 - 1962)	1985 INDEX **
EXCAVATION	46,430,832	X \$3.24 =	\$150,435,895.68	/ \$100,754,905 X 100 =	149.3
CRUSHED AGGREGATES	12,344,064	X \$7.21 =	\$89,000,701.44	/ \$64,929,777 X 100 =	137.1
ASPHALTIC CONCRETE PAVEMENT	2,334,371	X \$26.47 =	\$61,790,800.37	/ \$34,618,722 X 100 =	178.5
STRUCTURE CONCRETE	301,496	X \$201.78 =	\$60,835,862.88	/ \$41,769,256 X 100 =	145.6
BAR REINFORCING STEEL	63,950,648	X \$0.43 =	\$27,498,788.64	/ \$15,667,909 X 100 =	175.5
STRUCTURAL STEEL	38,791,720	X \$0.88 =	\$34,136,713.60	/ \$32,313,503 X 100 =	105.6
COMPOSITE			\$423,698,752.61	/ \$290,054,072 X 100 =	146.1

\* Constant

\*\* For Application in 1986 to Dollar Amount Set Forth in Section 3.17.040.

## APPENDIX "C"

OREGON STATE  
HIGHWAY DIVISION  
CONSTRUCTION COSTS TRENDS

FOURTH QUARTER 1985

C. O. Fredrickson, P.E., Construction Engineer

The Oregon Highway Composite Construction Cost Index for the 4th Quarter of 1985 stands at 150.6 percent of the 1977 average, a decrease of 10.8 points, or 6.7 percent below the 3rd Quarter of 1985. The excavation index decreased 25.4 percent. The surfacing index increased 3.8 percent. The structures index increased 15.4 percent.

The composite index graph of the four-quarter moving average shows an upward trend increasing 12.0 percent above the prior four-quarter average.

The project values which provide the data for preparation of this quarter's index are distributed as follows:

<u>Project Value</u>		<u>No. of Projects</u>	<u>Value of Projects</u>	<u>No. of Bidders</u>	<u>Bidders Per Project</u>
Under	\$ 50,000	3	\$ 115,860.00	14	4.6
\$ 50,000 to	\$ 100,000	12	\$ 860,018.75	82	6.8
\$ 100,000 to	\$ 250,000	12	\$ 2,008,891.39	95	7.9
\$ 250,000 to	\$ 500,000	4	\$ 1,370,019.25	24	8.0
\$ 500,000 to	\$ 1,000,000	0	\$ 00.00	0	0
\$1,000,000 to	\$5,000,000	9	\$ 20,827,807.80	56	6.2
Over	\$5,000,000	3	\$ 21,457,619.90	18	6.0
Totals		43	\$ 46,640,217.09	289	6.7

The six items used in this index represent 32.7 percent of the total cost of all items bid this period. The number of bidders per project during this quarter averaged 6.7, up 1.7 from the previous quarter.

Excavation - \$3.38 per cubic yard

The average unit price for this item decreased from \$4.53 per cubic yard bid previously. Bid prices influencing this item range from \$2.55 to \$21.00 per cubic yard. Sixteen projects were bid for a total of 324,299 cubic yards.

Base Aggregates - \$7.36 per ton.

The average unit price for this item increased from \$6.99 per ton bid previously. Bid prices influencing this item ranged from \$4.65 to \$20.00 per ton. Twenty-eight projects were bid for a total of 280,215 tons.

Asphaltic Concrete Pavement - \$28.84 per ton.

The average unit bid price for this item increased from \$28.33 per ton bid previously. Bid prices influencing this item ranged from \$13.00 to \$52.50 per ton. Twenty-five projects were bid for a total of 180,569 tons.

Portland Cement Concrete in Structures - \$199.45 per cubic yard.

The average unit price for this item decreased from \$243.78 per cubic yard bid previously. Bid prices influencing this item ranged from \$103.73 to \$515.79 per cubic yard. Twenty projects were bid with a total of 19,993 cubic yards of concrete.

Bar Reinforcing Steel - \$0.43 per pound.

The average unit price for this item decreased from \$0.50 per pound bid previously. Bid prices influencing this item ranged from \$0.29 to \$1.82 per pound. Twenty projects were bid with a total of 3,433,860 pounds.

Structural Steel - 0.88 per pound.

The average unit price for this item increased from \$0.67 per pound bid previously. Bid prices influencing this item ranged from \$0.77 to \$1.56 per pound. Four projects were bid with a total of 1,633,130 pounds.

Kenneth D. Karnosh  
Chief Cost Engineer

OREGON HIGHWAY CONSTRUCTION COST TRENDOS

Year	Unclassified		Crushed		Mixed		Structures		Reinforcing		Structural	
	Bid Price	Excavation Index	Excavation	Pack Item	Asphalt	Surfacing	Concrete	Steel	Steel	Steel	Structures	Composite
	0	1	2	3	4	5	6	7	8	9	10	11
1940	0.24	11.2	0.93	4.98	23.5	20.34	0.05	0.06	0.06	0.06	13.4	16.1
1941	0.29	13.4	1.22	4.84	26.5	23.43	0.06	0.09	0.09	0.09	16.1	18.7
1942	0.40	16.3	1.79	7.03	38.7	32.60	0.08	0.14	0.14	0.14	22.7	26.7
1943	0.33	15.1	1.48	7.28	37.9	31.83	0.08	0.14	0.14	0.14	22.5	25.2
1944	0.40	18.2	1.91	6.24	38.3	37.44	0.08	0.14	0.14	0.14	24.3	27.0
1945	0.29	13.3	1.37	5.89	33.3	42.57	0.06	0.10	0.10	0.10	23.5	23.3
1946	0.30	13.8	1.68	5.81	34.5	41.81	0.09	0.13	0.13	0.13	23.8	24.6
1947	0.47	21.7	1.73	5.98	35.3	54.47	0.09	0.14	0.14	0.14	31.8	29.5
1948	0.41	20.1	1.83	7.33	40.6	61.00	0.11	0.18	0.18	0.18	36.2	34.9
1949	0.52	24.2	1.62	7.25	37.1	53.04	0.10	0.16	0.16	0.16	32.3	31.1
1950	0.40	18.5	1.66	6.42	33.4	53.62	0.10	0.10	0.10	0.10	32.9	29.2
1951	0.40	27.5	1.87	6.34	38.1	58.59	0.12	0.23	0.23	0.23	38.0	34.5
1952	0.49	22.8	2.09	6.42	40.3	43.87	0.11	0.22	0.22	0.22	38.8	34.0
1953	0.47	21.7	1.63	5.92	34.1	48.68	0.11	0.23	0.23	0.23	38.3	31.1
1954	0.35	16.5	1.42	5.48	30.9	58.49	0.11	0.20	0.20	0.20	36.0	27.4
1955	0.37	17.1	1.31	5.69	29.4	60.72	0.11	0.20	0.20	0.20	37.1	27.6
1956	0.43	19.9	1.70	6.81	36.4	66.01	0.12	0.25	0.25	0.25	42.3	32.7
1957	0.43	20.8	1.49	6.04	32.6	42.67	0.13	0.30	0.30	0.30	43.3	31.6
1958	0.28	17.5	1.32	5.83	32.1	44.46	0.13	0.19	0.19	0.19	39.1	29.3
1959	0.36	16.6	1.39	5.52	30.2	60.92	0.12	0.24	0.24	0.24	39.6	28.5
1960	0.38	17.8	1.32	5.67	29.7	64.07	0.13	0.23	0.23	0.23	40.3	28.6
1961	0.51	23.3	1.45	5.75	31.5	62.59	0.13	0.21	0.21	0.21	39.2	31.0
1962	0.58	26.5	1.82	6.38	37.3	70.28	0.12	0.20	0.20	0.20	40.6	34.8
1963	0.64	29.3	1.58	5.73	33.0	71.22	0.11	0.30	0.30	0.30	44.6	35.3
1964	0.69	31.9	1.97	6.14	38.9	72.67	0.12	0.26	0.26	0.26	44.4	38.3
1965	0.53	24.2	1.88	6.12	37.7	67.16	0.13	0.27	0.27	0.27	43.1	34.9
1966	0.49	21.9	2.00	6.89	41.0	67.14	0.14	0.34	0.34	0.34	47.2	36.1
1967	0.54	24.9	1.75	6.03	35.8	84.88	0.13	0.31	0.31	0.31	51.7	37.2
1968	0.62	28.6	2.04	6.81	41.2	57.37	0.14	0.39	0.39	0.39	45.9	38.3
1969	0.77	35.3	2.53	7.71	48.2	92.54	0.13	0.58	0.58	0.58	63.4	49.2
1970	0.71	41.9	2.68	7.70	51.3	102.85	0.15	0.37	0.37	0.37	61.7	51.3
1971	0.75	34.6	2.73	7.84	52.4	102.75	0.15	0.30	0.30	0.30	66.6	50.6
1972	0.84	38.7	2.17	8.89	55.2	103.10	0.16	0.50	0.50	0.50	67.6	52.3
1973	1.29	39.4	3.14	8.41	58.6	114.69	0.22	0.29	0.29	0.29	66.3	61.3
1974	2.19	100.9	3.53	11.32	78.3	157.63	0.43	0.85	0.85	0.85	120.8	96.8
1975	1.74	80.9	3.07	12.34	77.0	149.21	0.30	0.76	0.76	0.76	104.3	86.5
1976	1.60	73.7	4.07	13.84	83.2	170.09	0.24	0.96	0.96	0.96	115.4	97.7
1977	2.17	100.0	3.26	14.83	100.0	138.54	0.29	0.03	100.0	100.0	122.0	111.0
1978	2.04	94.7	3.72	16.21	108.9	298.24	0.38	0.78	0.78	0.78	131.3	111.5
1979	2.63	122.1	7.12	18.78	132.3	324.29	0.43	1.48	1.48	1.48	203.4	150.8

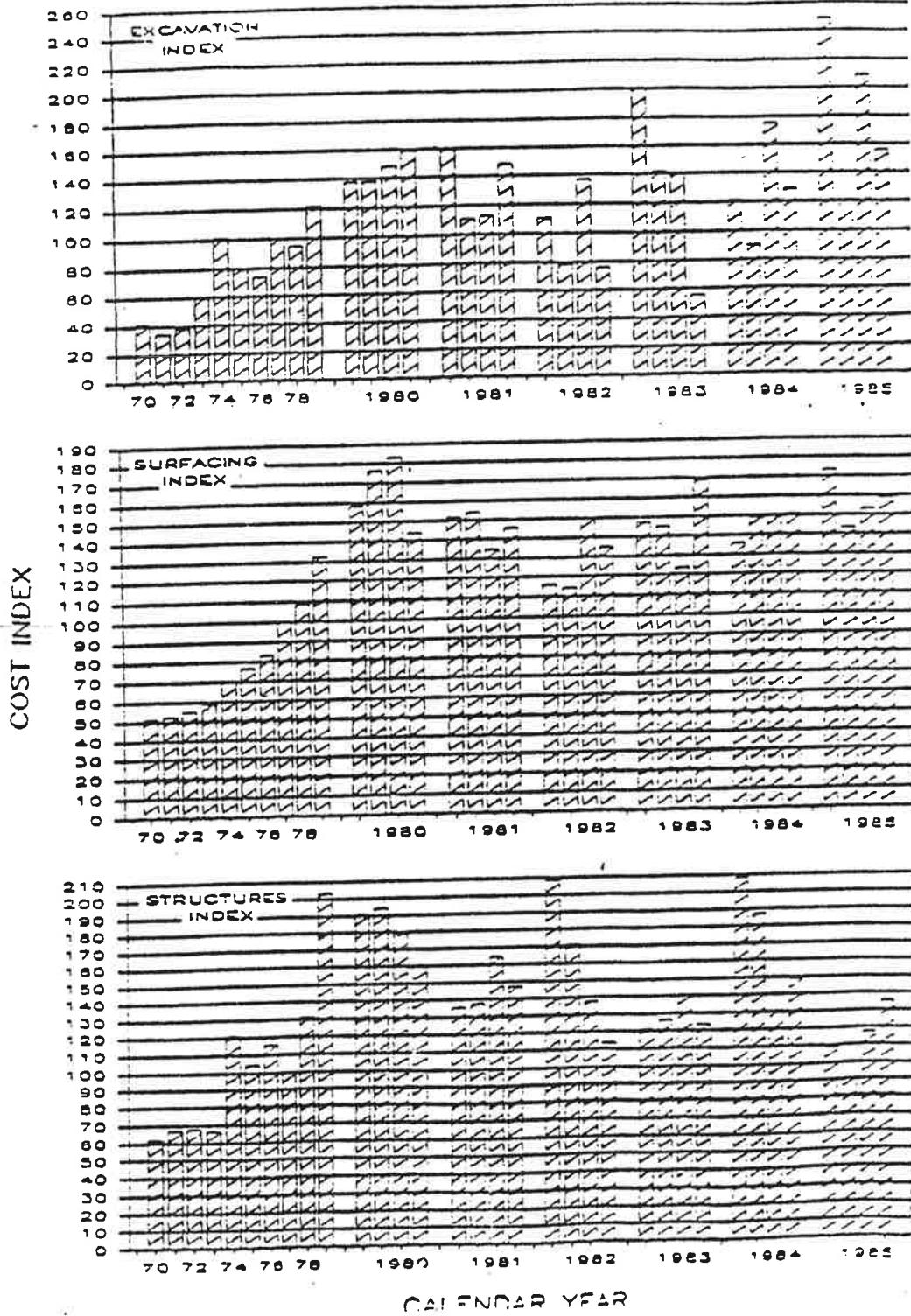
This tabulation adjusted to reflect conversion to 1977 base year.

**OREGON HIGHWAY CONSTRUCTION COST TRENDS**

Year	Unclassified		Crushed		Mixed		Structure		Reinforcing		Structural		
	Bid Price	Index	Excavation	Excavation	Rock Item	Bid Price	Asphalt	Surfacing	Concrete	Steel	Steel	Structures	Composite
	\$	1	\$	1	\$	1	\$	1	\$	1	\$	\$	1
<b>1980</b>													
1st Qtr.	2.99	137.8	8.53	22.44	158.4	217.08	0.44	2.00	190.8	161.3			
2nd Qtr.	2.99	137.8	9.12	27.01	176.4	224.74	0.45	2.00	194.0	148.4			
3rd Qtr.	3.22	148.4	8.98	30.47	183.3	271.55	0.40	1.04	179.3	169.9			
4th Qtr.	3.45	159.0	7.08	23.80	143.6	241.12	0.31	0.82	159.8	154.0			
Annual	3.27	150.7	7.91	24.07	154.5	241.62	0.49	0.92	154.2	153.7			
<b>1981</b>													
1st Qtr.	None	157.0	8.07	22.11	151.9	216.66	0.38	None	135.7	149.7			
2nd Qtr.	2.41	111.1	6.07	33.65	154.2	167.10	0.37	1.28	138.1	134.2			
3rd Qtr.	2.45	112.9	6.34	22.71	134.4	202.99	0.38	None	164.8	136.3			
4th Qtr.	3.22	148.4	7.26	23.79	145.8	202.08	0.47	1.03	147.2	147.1			
Annual	2.81	120.3	6.67	25.36	142.2	177.27	0.40	1.27	142.9	134.9			
<b>1982</b>													
1st Qtr.	2.39	110.1	5.25	21.63	115.9	283.23	0.45	1.88	208.4	142.5			
2nd Qtr.	1.69	77.9	5.14	21.51	114.2	269.12	0.58	0.90	170.8	119.1			
3rd Qtr.	2.97	136.9	7.38	25.17	150.0	223.23	0.49	0.65	138.0	141.9			
4th Qtr.	1.83	74.0	6.14	23.59	135.0	158.49	0.38	0.78	114.0	123.3			
Annual	1.99	91.7	5.76	22.73	124.8	230.85	0.50	0.67	142.1	118.7			
<b>1983</b>													
1st Qtr.	4.35	200.4	7.49	29.20	147.3	192.45	0.39	0.67	121.4	157.7			
2nd Qtr.	3.09	142.6	6.97	23.08	145.2	209.50	0.38	0.67	126.1	138.3			
3rd Qtr.	3.04	140.1	5.49	23.73	123.7	227.48	0.42	0.80	140.9	134.7			
4th Qtr.	1.21	55.8	8.87	25.06	168.8	186.33	0.37	0.80	123.5	115.3			
Annual	3.71	171.0	6.95	24.42	143.4	201.41	0.39	0.74	127.4	148.4			
<b>1984</b>													
1st Qtr.	2.83	121.2	6.96	21.13	135.9	232.12	0.46	2.10	208.2	153.2			
2nd Qtr.	1.95	89.9	7.19	25.63	149.3	189.03	0.46	None	187.1	140.4			
3rd Qtr.	3.81	175.6	7.36	24.93	149.7	187.05	0.41	0.87	139.5	152.8			
4th Qtr.	2.00	127.0	7.12	24.67	149.2	217.27	0.42	1.01	149.1	142.5			
Annual	2.88	132.7	7.21	24.92	146.9	237.76	0.42	1.01	153.5	144.0			
<b>1985</b>													
1st Qtr.	5.40	248.8	9.26	25.06	173.6	227.42	0.45	None	108.5	179.6			
2nd Qtr.	2.42	120.7	6.67	25.93	143.5	187.61	0.38	None	90.1	119.1			
3rd Qtr.	4.53	208.8	6.19	28.33	153.1	243.70	0.50	None	117.5	161.4			
4th Qtr.	1.38	135.8	7.36	20.04	158.9	199.45	0.43	0.88	135.7	150.6			
Annual	3.24	149.3	7.21	24.47	151.5	201.78	0.43	0.80	136.5	146.1			
<b>1986-87-88</b>													
Base Quant.													
-In Millions	46.430		12.344	2.334		0.301	63.950	38.791					
Unit	Cu.Yd.		ton	ton		Cu.Yd.	lb.	lb.					

# OREGON HIGHWAY CONST. PRICE TRENDS

Cost Index Base: 1977 = 100



# COUNTYWIDE TRAFFIC IMPACT FEE

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## BASE REPORT

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WASHINGTON COUNTY  
DEPARTMENT OF LAND USE  
AND TRANSPORTATION  
PLANNING DIVISION

AUGUST, 1990

**COUNTYWIDE TRAFFIC IMPACT FEE**

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**BASE REPORT**

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**WASHINGTON COUNTY**  
**DEPARTMENT OF LAND USE AND TRANSPORTATION**  
**PLANNING DIVISION**

**AUGUST, 1990**

## COUNTYWIDE TRAFFIC IMPACT FEE

### BASE REPORT

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## I. INTRODUCTION

This report is an appendix to the Washington County Traffic Impact Fee (TIF) Ordinance. It provides a detailed listing of arterial and collector roadways eligible for improvements through the countywide TIF. It also provides a list of identified future transportation projects on the arterial and collector roadway system. The arterial projects have significance within the TIF program as they are prioritized for improvements in relation to improvements earmarked for the collector roadway system.

The following sections of this Base Facilities report provide information on the eligible facilities and the eligible TIF highway improvement projects.

## II. ELIGIBLE FACILITIES

### II.A ARTERIAL FACILITIES

Provided in Table 1 are a listing of arterial roadways on which certain improvements are eligible for funding, for credits or for offsets through the countywide Traffic Impact Fee program. The determination of whether a specific improvement on these facilities is eligible is governed by the TIF ordinance.

The arterial roadways listed were primarily identified through the Washington County Transportation Plan and have been reviewed by city representatives serving on the Washington County Transportation Coordinating Committee - Technical Group. The list of arterials may only be modified by the Board of County Commissioners based on amendments to the Washington County Transportation Plan.

TABLE 1  
COUNTRYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE ARTERIAL FACILITIES

ROAD NAME	SECTION	CO TRU FUNCT	CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
10TH	RASEL LINE TO CORNELL	MAJOR ARTERIAL			HILLSBORO	4	5	Y
65TH	BORLAND TO NYBERG	MINOR ARTERIAL			COUNTY	2	5	N
65TH	CLACKAMAS CO L TO ELLIGSEN	MINOR ARTERIAL			COUNTY	2	3	N
72ND	99W TO BRIDGEPORT	??			TIGARD	2	3	Y
92ND	GARDEN HOME TO ALLEN	MINOR ARTERIAL			COUNTY	2	3	Y
110TH	CANYON TO E/W ARTERIAL	LOCAL		MINOR ARTERIAL	BEAVERTON	2	3	Y
112TH EXT	SUNSET TO CORNELL	MINOR ARTERIAL			COUNTY	0	5	N
119TH	RARNES TO CORNELL	MINOR ARTERIAL			COUNTY	0	5	N
121ST EXTENSION	121ST TO 125TH	MINOR ARTERIAL			BEAVERTON	0	3	N
124TH	TUALATIN-SHRND TO HIGHWAY 99W	MINOR ARTERIAL			TUALATIN	0	3	N
125TH	BROCKMAN TO SCHOLLS FERRY	MINOR ARTERIAL			BEAVERTON	3	3	N
125TH	HALL TO BROCKMAN	MINOR ARTERIAL			BEAVERTON	0	3	N
153RD	TV HWY TO JENKINS	MINOR ARTERIAL			BEAVERTON	3	3	N
158TH	BRONSON TO WEST UNION	MINOR ARTERIAL			COUNTY	2	5	Y
158TH	CORNELL TO BRONSON (REALIGNED)	MINOR ARTERIAL			COUNTY	0	5	Y
158TH	MERLO TO WALKER	MINOR ARTERIAL			COUNTY	3	5	Y
158TH	WALKER TO CORNELL	MINOR ARTERIAL			COUNTY	5	5	Y
158TH	WEST UNION TO KAISER	MINOR ARTERIAL			COUNTY	0	3	Y
158TH	RANY TO RASELINE	MINOR ARTERIAL			COUNTY	2	3	Y
170TH	RIGERT TO RANY	MINOR ARTERIAL			COUNTY	2	3	N
185TH	CORNELL TO HWY 26	MAJOR ARTERIAL			COUNTY	2	7	Y
185TH	FARMINGTON TO TV HWY	MINOR ARTERIAL			COUNTY	2	3	Y
185TH	GERMANTOWN TO CORNELIUS PASS	MINOR ARTERIAL			COUNTY	0	2	N
185TH	HWY 26 TO ROCK CREEK	MINOR ARTERIAL			COUNTY	2	5	Y
185TH	ROCK CREEK TO SPRINGVILLE	MINOR ARTERIAL			COUNTY	2	3	Y
185TH	SPRINGVILLE TO GERMANTOWN	MINOR ARTERIAL			COUNTY	2	2	N
185TH	TV HWY TO WALKER	MAJOR ARTERIAL			COUNTY	5	5	Y
185TH	WALKER TO CORNELL	MAJOR ARTERIAL			COUNTY	2	5	Y
188TH	KINNAMAN TO TV HWY	MINOR ARTERIAL			COUNTY	2	3	N
209TH	FARMINGTON TO TV HWY	MINOR ARTERIAL			COUNTY	2	5	N
216TH	219TH TO CORNELL (W)	MINOR ARTERIAL			COUNTY	2	5	N
219TH	TV HWY TO 216TH	MINOR ARTERIAL			BEAVERTON	2	5	N
ALLEN	HALL TO LOMBARD	MINOR ARTERIAL			BEAVERTON	4	5	N
ALLEN	HWY 217 TO WESTERN	MINOR ARTERIAL			BEAVERTON	4	5	N
ALLEN	LOMBARD TO HWY 217	MINOR ARTERIAL			BEAVERTON	4	5	N
ALLEN	MURRAY TO HALL	MINOR ARTERIAL			BEAVERTON	4	5	N
ALLEN	WESTERN TO 92ND	MINOR ARTERIAL			BEAVERTON	4	5	N
PARNES	119TH TO SALTZMAN	MINOR ARTERIAL			COUNTY	2	5	Y
PARNES	84TH TO HWY 217	MINOR ARTERIAL			COUNTY	3	5	Y
PARNES	BURNSTDF CO L TO 84TH	MINOR ARTERIAL			COUNTY	2	5	Y
PARNES	CEDAR HILLS TO 119TH	MINOR ARTERIAL			COUNTY	2	?	N
PARNES	HWY 217 TO 119TH	MINOR ARTERIAL			COUNTY	0	5	Y
RASELINE	158TH TO 170TH	MINOR ARTERIAL			COUNTY	2	?	N
RASELINE	170TH TO 219TH	MINOR ARTERIAL			COUNTY	2	5	Y
RASELINE	219TH TO 40TH	MINOR ARTERIAL			COUNTY	2	5	Y
RASELINE/FRANKLIN EXI	158TH TO 170TH	MINOR ARTERIAL			COUNTY	0	5	Y

TABLE 1  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE ARTERIAL FACILITIES

ROAD NAME	SECTION	CO TPU FUNCT. CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
BEAV-HILLS HWY	110TH TO FARMINGTON	MAJOR ARTERIAL		STATE	5	5	N
BEEF BEND	ELSNER LANE TO SCHOLLS FERRY	MINOR ARTERIAL		COUNTY	2	3	N
BEEF BEND EXT.	ELSNER (N-S) TO SCHOLLS-SHERWOOD	MINOR ARTERIAL		COUNTY	0	3	N
BEEF BEND EXT.	ELSNER LANE TO ELSNER (N-S)	MINOR ARTERIAL		COUNTY	0	3	N
BOONES FERRY	I-5 TO CLACKAMAS COUNTY LINE	MINOR ARTERIAL		WILSONVILLE	2	3	N
BOONES FERRY	LOWER BOONES FY TO NORWOOD (WESTERN BYPASS)	MINOR ARTERIAL		STATE	2	3	Y
BRICKMAN	MURRAY TO GREENWAY	MINOR ARTERIAL		BEAVERTON	2	3	Y
BROOKWOOD PARKWAY	AIRPORT TO EVERGREEN	MINOR ARTERIAL		HILLSBORO	5	5	Y
BROOKWOOD PARKWAY	CORNELL TO AIRPORT	MINOR ARTERIAL		HILLSBORO	3	5	Y
BURNSIDE	BARNES TO MULTNOMAH CO L	MINOR ARTERIAL		COUNTY	2	5	Y
CEDAR HILLS	BEAVERTON CL TO WALKER	MINOR ARTERIAL		BEAVERTON	4	5	Y
CEDAR HILLS	HWY 26 TO BEAVERTON CL	MINOR ARTERIAL		COUNTY	4	5	Y
CEDAR HILLS	JENKINS TO WESTGATE	MINOR ARTERIAL		BEAVERTON	5	5	N
CEDAR HILLS	WALKER TO JENKINS	MINOR ARTERIAL		REAVERTON	4	5	N
CEDAR HILLS	WESTGATE TO FARMINGTON	MINOR ARTERIAL		BEAVERTON	4	5	N
COMPTON	WALKER TO CORNELL	MINOR ARTERIAL		COUNTY	2	?	N
CORNELIUS PASS	CORNELL TO SUNSET HIGHWAY	MINOR ARTERIAL		COUNTY	2	5	Y
CORNELIUS PASS	SUNSET HWY TO WEST UNION	MAJOR ARTERIAL		COUNTY	2	5	Y
CORNELIUS PASS	WEST UNION TO MULT CO L	MAJOR ARTERIAL		COUNTY	2	2	Y
CORNELIUS-SCHEFFLIN	CORNELIUS CL TO ZION CHURCH	MINOR ARTERIAL		COUNTY	2	3	N
CORNELL	185TH TO STUCKI	MAJOR ARTERIAL		COUNTY	2	7	Y
CORNELL	ARRINGTON TO MAIN	MAJOR ARTERIAL		HILLSBORO	4	5	Y
CORNELL	CORNELIUS PASS TO RAY CIRCLE	MAJOR ARTERIAL		COUNTY	5	7	Y
CORNELL	HWY 26 TO 185TH	MAJOR ARTERIAL		COUNTY	3	5	Y
CORNELL	MULTNOMAH CO L TO SALTZMAN	MINOR ARTERIAL		COUNTY	2	3	Y
CORNELL	RAY CIRCLE TO ARRINGTON	MAJOR ARTERIAL		HILLSBORO	5	5	Y
CORNELL	SALTZMAN TO HWY 26	MINOR ARTERIAL		COUNTY	2	5	Y
CORNELL	STUCKI TO CORNELIUS PASS	MAJOR ARTERIAL		COUNTY	2	?	Y
CORNELL	STUCKI TO CORNELIUS PASS	MAJOR ARTERIAL		COUNTY	0	1	Y
DENNEY	BEAVERTON CL TO SCHOLLS FY	MINOR ARTERIAL		COUNTY	2	3	Y
DENNEY	HALL TO HWY 217	MINOR ARTERIAL		BEAVERTON	3	3	Y
DENNEY	HWY 217 TO BEAVERTON CL	MINOR ARTERIAL		BEAVERTON	2	3	Y
DURHAM	HALL TO UPPER BOONES FERRY	MINOR ARTERIAL		STATE	2	3	Y
DURHAM	HIGHWAY 99W TO HALL	??		TIGARD	2	3	Y
DURHAM	UPPER BOONES FERRY TO 72ND	MAJOR COLLECTOR		TIGARD	0	3	N
E	PACIFIC TO GALES CREEK	MAJOR ARTERIAL		FOREST GROVE	2	2	Y
E/W ARTERIAL	HOCKEN TO 110TH	NEW	MINOR ARTERIAL	BEAVERTON	0	5	N
ELLIGSEN	65TH TO WILSONVILLE CL	MINOR ARTERIAL		COUNTY	2	3	N
ELLIGSEN	WILSONVILLE CL TO I-5	MINOR ARTERIAL		WILSONVILLE	2	3	N
ELSNER	BEEF BEND EXT TO BEEF BEND EXT	MINOR ARTERIAL		COUNTY	2	3	N
ELSNER	SCHOLLS-SHERWOOD TO BEEF BEND EXT.	MINOR ARTERIAL		COUNTY	2	3	N
EVERGREEN	25TH TO GLENCOE	MINOR ARTERIAL		COUNTY	2	3	Y
EVERGREEN	CORNELIUS PASS TO SHUTE	MINOR ARTERIAL		COUNTY	0	5	Y
EVERGREEN	SHUTE TO 25TH	MINOR ARTERIAL		COUNTY	2	5	Y
EVERGREEN PARKWAY	185TH TO CORNELIUS PASS	MINOR ARTERIAL	??	COUNTY	5	5	Y

TABLE 1  
COUNTRYSIDE TRAFFIC IMPACT FEE  
ELIGIBLE ARTERIAL FACILITIES

ROAD NAME	SECTION	NO TPU FUNCT.	CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
FARMINGTON	185TH TO 209TH	1	MAJOR ARTERIAL		STATE	2	3	Y
FARMINGTON	209TH TO RIGGS	1	MAJOR ARTERIAL		STATE	2	2	Y
FARMINGTON	BEAVERTON CL TO 185TH	1	MAJOR ARTERIAL		STATE	2	5	Y
FARMINGTON	HOCKEN TO BEAVERTON C.L.	1	MAJOR ARTERIAL		BEAVERTON	4	5	Y
FARMINGTON	HOCKEN TO MATSON	1	MAJOR ARTERIAL		BEAVERTON	5	5	Y
FARMINGTON	RIGGS TO HIGHWAY 219	1	MINOR ARTERIAL		STATE	2	2	Y
FARMINGTON	MATSON TO B-H HWY	1	MAJOR ARTERIAL		BEAVERTON	5	5	N
FIRST	HAREWOOD TO LINCOLN	1	MINOR ARTERIAL		HILLSBORO	2	3	Y
FIRST	LINCOLN TO BASELINE	1	MINOR ARTERIAL		HILLSBORO	4	4	Y
FOREST GROVE BYPASS	Hwy 47 to GALES CREEK	1	MINOR ARTERIAL		FOREST GROVE	0	3	Y
GALES CREEK	E to THATCHER	1	MAJOR ARTERIAL		FOREST GROVE	2	3	Y
GALES CREEK	FOREST GROVE CL TO HWY 6	1	MAJOR ARTERIAL		COUNTY	2	2	Y
GALES CREEK	THATCHER TO FG CL	1	MAJOR ARTERIAL		COUNTY	2	3	Y
GARDEN HOME	MULTNOMAH TO 92ND	1	MINOR ARTERIAL		COUNTY	2	3	Y
GLENCOE	HAREWOOD TO HILLSBORO CL	1	MINOR ARTERIAL		HILLSBORO	2	3	Y
GLENCOE	HILLSBORO CL TO HILLSBORO CL	1	MINOR ARTERIAL		COUNTY	2	3	Y
GLENCOE	HILLSBORO CL TO HWY 26	1	MINOR ARTERIAL		COUNTY	2	3	Y
GREENBURG	HWY 217 TO HALL	1	MINOR ARTERIAL		COUNTY	3	5	Y
GREENWAY	BROCKMAN TO HALL	1	MINOR ARTERIAL		BEAVERTON	2	2	Y
HALL	ALLEN TO GREENWAY	1	MINOR ARTERIAL		BEAVERTON	2	5	Y
HALL	CEDAR HILLS TO CENTER	1	MINOR ARTERIAL		BEAVERTON	5	5	Y
HALL	CENTER TO MATSON	1	MINOR ARTERIAL		BEAVERTON	5	5	Y
HALL	GREENWAY TO HWY 217	1	MINOR ARTERIAL		BEAVERTON	5	5	Y
HALL	HWY 217 TO OLESON	1	MINOR ARTERIAL		STATE	2	5	Y
HALL	OLESON TO DURHAM	1	MINOR ARTERIAL		STATE	2	3	Y
HALL	WATSON TO ALLEN	1	MINOR ARTERIAL		BEAVERTON	5	5	Y
HALL	WATSON TO WATSON	1	MINOR ARTERIAL		BEAVERTON	5	5	Y
HELVETIA	HWY 26 TO WEST UNION	1	MINOR ARTERIAL		COUNTY	2	3	N
JENKINS	BEAVERTON CL TO 158TH	1	MINOR ARTERIAL		COUNTY	2	5	Y
JENKINS	CEDAR HILLS TO BEAVERTON CL	1	MINOR ARTERIAL		BEAVERTON	5	5	Y
LOMBARD	CANYON TO E/W ARTERIAL	1	MINOR ARTERIAL		BEAVERTON	0	5	N
LOMBARD	FARMINGTON TO CANYON	1	MAJOR COLLECTOR		BEAVERTON	0	2	N
LOWER BOONES FERRY	BRIDGEPORT TO BOONES FERRY	1	MINOR ARTERIAL		COUNTY	2	3	N
MAIN	40TH (HILLSBORO CL) TO CORNELL	1	MINOR ARTERIAL		HILLSBORO	2	2	Y
MARTIN	FOREST GROVE BYPASS TO VERBOORT	1	MINOR ARTERIAL		COUNTY	2	3	N
MERLO	158TH TO 170TH	1	MINOR ARTERIAL		COUNTY	3	3	Y
MIDDLETON EXTENSION	WILSONVILLE TO 99W	1	MINOR ARTERIAL		SHERWOOD	0	3	Y
MILLIKAN	MURRAY TO HOCKEN	1	MINOR ARTERIAL		PRIVATE	2	5	Y
MILLIKAN	TV HWY TO MURRAY	1	MINOR ARTERIAL		BEAVERTON	4	4	N
MULTNOMAH	MULT CO L TO GARDEN HOME	1	MINOR ARTERIAL		COUNTY	2	3	Y
MURRAY	ALLEN TO MILLIKAN	1	MINOR ARTERIAL		COUNTY	5	5	Y
MURRAY	HWY 26 TO CORNELL	1	MINOR ARTERIAL		COUNTY	2	5	Y
MURRAY	JENKINS TO HWY 26	1	MINOR ARTERIAL		COUNTY	5	5	Y
MURRAY	MILLIKAN TO JENKINS	1	MAJOR ARTERIAL		COUNTY	2	5	Y
MURRAY	OLD SCHOLLS FRY TO ALLEN	1	MAJOR ARTERIAL		COUNTY	3	5	Y
NIMBUS	HALL TO SCHOLLS FERRY	1	MINOR ARTERIAL		BEAVERTON	3	3	N

TABLE 1  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE ARTERIAL FACILITIES

ROAD NAME	SECTION	CO TPU FUNCT. CLASS FUNC. CLASS	CITY PROPOSED CLASS	JURISDICTION	EXIST LANES ROUTE	FUTURE BIKE LANES
NYBERG	65TH TO I-5	MINOR ARTERIAL		COUNTY	2	5
NYBERG	I-5 TO TUALATIN-SHERWOOD	MINOR ARTERIAL		COUNTY	5	N
OLD SCHOLLS FY	SCHOLLS FERRY TO SCHOLLS FRY (W)	MAJOR ARTERIAL		COUNTY	2	5
OLESON	HALL TO BEAV-HILLS HWY	MINOR ARTERIAL		COUNTY	2	3
PACIFIC	B TO E	MAJOR ARTERIAL		FOREST GROVE	2	2
PARKWAY	BARNES TO HIGHWAY 217	MINOR ARTERIAL		COUNTY	2	3
PARKWAY LOOP	ELLINGSEN TO CLACKAMAS CO L	MINOR ARTERIAL		WILSONVILLE	2	3
RIVER	HILLSBORO C L TO HWY 210	MINOR ARTERIAL		COUNTY	2	2
RIVER	ROOD BRIDGE TO WITCH HAZEL	MINOR ARTERIAL		HILLSBORO	2	3
RIVER	TV HWY TO ROOD BRIDGE	MINOR ARTERIAL		HILLSBORO	3	3
RIVER	WITCH HAZEL TO HILLSBORO CL	MINOR ARTERIAL		HILLSBORO	2	2
SALTZMAN	BARNES TO COLEMAN	MINOR ARTERIAL		COUNTY	2	3
SALTZMAN	BURTON TO COLEMAN	MINOR ARTERIAL		COUNTY	0	3
SALTZMAN	BURTON TO COLEMAN	MINOR ARTERIAL		COUNTY	2	?
SALTZMAN	BURTON TO LAIDLAW	MINOR ARTERIAL		COUNTY	2	3
SCHOLLS FERRY	121ST TO OLD SCHOLLS FERRY	MAJOR ARTERIAL		STATE	2	5
SCHOLLS FERRY	121ST TO SPRR	MAJOR ARTERIAL		STATE	5	?
SCHOLLS FERRY	B-H HWY TO MULTNOMAH CO L	MINOR ARTERIAL		COUNTY	2	3
SCHOLLS FERRY	HALL TO B-H HIGHWAY	MINOR ARTERIAL		STATE	2	3
SCHOLLS FERRY	HILLSBORO HWY TO RIVER	MINOR ARTERIAL		STATE	2	2
SCHOLLS FERRY	OLD SCHOLLS FY TO TILE FLAT (BYPASS)	MAJOR ARTERIAL		STATE	2	5
SCHOLLS FERRY	RIVER TO TILE FLAT (BYPASS)	MINOR ARTERIAL		STATE	2	2
SCHOLLS-SHERWOOD	BEEF BEND EXT TO HWY 210	MINOR ARTERIAL		COUNTY	2	2
SCHOLLS-SHERWOOD	BEEF BEND EXT TO HWY 99W	MINOR ARTERIAL		COUNTY	0	3
SHUTE	CORNELL TO BROOKWOOD PARKWAY	MINOR ARTERIAL		HILLSBORO	5	5
SHUTE	EVERGREEN TO HWY 26	MINOR ARTERIAL		COUNTY	5	N
STUCKI	CORNELL TO EVERGREEN	MINOR ARTERIAL		COUNTY	5	N
STUCKI	WALKER TO CORNELL	MINOR ARTERIAL		COUNTY	0	5
SUNSET BLVD.	SHERWOOD BLVD TO BAKER	MINOR ARTERIAL		COUNTY	2	3
THOMPSON	MULT CO L TO SALTZMAN	MINOR ARTERIAL		COUNTY	2	3
THOMPSON	N/S LEG TO 143RD	MINOR ARTERIAL		COUNTY	2	3
THOMPSON	SALTZMAN TO N/S LEG	MINOR ARTERIAL		COUNTY	0	3
THOMPSON	SALTZMAN TO N/S LEG	MINOR ARTERIAL		COUNTY	2	?
TUALATIN-SHERWOOD	BOONES FERRY TO TETON	MINOR ARTERIAL		COUNTY	2	5
TUALATIN-SHERWOOD	LANGER TO HWY 99W	MINOR ARTERIAL		COUNTY	0	3
TUALATIN-SHERWOOD	NYBERG TO BOONES FERRY	MINOR ARTERIAL		COUNTY	5	5
TUALATIN-SHERWOOD	TETON TO LANGER	MINOR ARTERIAL		COUNTY	2	3
UPPER BOONES FERRY	DURHAM TO LOWER BOONES FERRY	MINOR ARTERIAL		STATE	2	3
UPPER BOONES FERRY	I-5 TO DURHAM	MINOR ARTERIAL		TIGARD	2	3
VERBOORT	MARTIN TO CORN-SCHEFLN	MINOR ARTERIAL		COUNTY	2	3
WALKER	BEAVERTON CL TO WESTFIELD	??		BEAVERTON	2	3
WALKER	HIGHWAY 217 TO BEAVERTON CL	??		COUNTY	2	3
WALKER	MURRAY TO STUCKI	MINOR ARTERIAL		COUNTY	2	5
WALKER	STUCKI TO COMPTON	MINOR ARTERIAL		COUNTY	2	?
WALKER	WESTFIELD TO MURRAY	??		COUNTY	2	3
WATSON	HALL TO HALL	MINOR ARTERIAL		BEAVERTON	2	2

TABLE 1  
COUNTRYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE ARTERIAL FACILITIES

ROAD NAME	SECTION	SO TPU FUNCT. CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	Bike ROUTE
WEST UNION	143RD TO HELVETIA	MINOR ARTERIAL		COUNTY	2	3	Y
WESTERN	B-H HIGHWAY TO ALLEN	MINOR ARTERIAL		BEAVERTON	4	5	N
WILSONVILLE	OLD 99W TO HWY 99W	MINOR ARTERIAL		SHERWOOD	0	3	Y
WILSONVILLE	SHERWOOD BLVD TO SHERWOOD CL (W)	MINOR ARTERIAL		SHERWOOD	2	3	Y
WILSONVILLE	SHERWOOD CL TO OLD 99W	MINOR ARTERIAL		COUNTY	2	3	Y
ZION CHURCH	GLENOE TO CORN-SCHEFLN	MINOR ARTERIAL		COUNTY	2	3	N

East Wilsonville ??

## II.B. COLLECTOR FACILITIES

The countywide Traffic Impact Fee is also intended to fund improvements on the collector system. As is the case for arterials, only selected collector improvements, as governed by the TIF Ordinance, are eligible for funding, for credits or for offsets.

Provided in Table 2 of this report is a listing of collector facilities. These facilities have been identified through the Washington County Transportation Plan and through individual city transportation plans. The list of collectors includes major collectors as identified in the Washington County Transportation Plan and certain other collectors as identified in various city Transportation Plans. In cases where a city transportation plan does not differentiate between a major and minor collector, individual cities have determined which of the identified collectors should be included on the TIF eligible collectors list.

The list of collectors shown in Table 2 may be modified based on individual city or county actions. To modify the list of collectors a city or the county may request a change to the TIF collector list. These changes should be based on amendments to city or County Transportation Plans.

TABLE 2  
COUN YWIDE TRAFFIC IMPACT FEE  
ELIG BLE COLLECTOR FACILITIES

ROAD NAME	SECTION	10 TPU FUNCT. CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
4TH	CORNELIUS CL (N) TO HEATHER	COLLECTOR		CORNELIUS	2	2	N
4TH	HEATHER TO CORNELIUS CL (S)	LOCAL	COLLECTOR	COUNTY	2	2	N
5TH	ERICKSON TO HALL	MAJOR COLLECTOR		BEAVERTON	2	2	N
5TH	GRANT TO OAK	COLLECTOR		HILLSBORO	2	2	N
5TH	HALL TO WESTERN	MAJOR COLLECTOR		BEAVERTON	2	2	Y
6TH	MURRAY TO ERICKSON	MAJOR COLLECTOR		BEAVERTON	2	2	N
10TH	CORNELIUS CL (S) TO CORNELIUS CL (N)	COLLECTOR		CORNELIUS	2	3	N
12TH EXTENSION	N. SHERWOOD TO TUALATIN-SHERWOOD	NEW	MAJOR COLLECTOR	SHERWOOD	0	3	Y
13TH	TV HWY TO MAPLE	COLLECTOR		HILLSBORO	2	2	N
14TH	DOGWOOD TO DAVIS	COLLECTOR		CORNELIUS	2	2	N
15TH	SUNRISE TO HILLSBORO CL	COLLECTOR		HILLSBORO	2	2	N
17TH	ERICKSON TO 130TH	LOCAL	MAJOR COLLECTOR	BEAVERTON	2	2	N
17TH	SUNRISE TO CORNELL	COLLECTOR		HILLSBORO	2	3	N
17TH	WALNUT TO BASELINE	COLLECTOR	COLLECTOR	HILLSBORO	2	2	N
18TH	ELM TO MAPLE	COLLECTOR		FOREST GROVE	2	3	N
18TH	MAPLE TO OAK	COLLECTOR		HILLSBORO	2	3	N
19TH	BASELINE TO CORNELIUS CL (N)	COLLECTOR		CORNELIUS	2	3	N
20TH	CORNELIUS CL TO ADAIR (TV HWY)	COLLECTOR		CORNELIUS	2	2	N
21ST	CYPRESS TO MAPLE	COLLECTOR		HILLSBORO	2	3	N
23RD	E TO MAIN	COLLECTOR		FOREST GROVE	2	3	N
23RD	SUNSET TO HAWTHORNE	COLLECTOR		FOREST GROVE	2	3	N
23RD/24TH	HAWTHORNE TO QUINCE	COLLECTOR		FOREST GROVE	0	2	N
24TH	MAPLE TO MAIN	COLLECTOR		HILLSBORO	2	3	N
25TH	CORNELL TO COUNTY JURIS.	COLLECTOR		HILLSBORO	2	3	Y
25TH	HILLSBORO JURIS. TO EVERGREEN	MAJOR COLLECTOR		COUNTY	2	3	Y
25TH EXTENSION	28TH TO CORNELL	COLLECTOR		HILLSBORO	2	3	Y
26TH	BASELINE TO CORNELIUS CL (N)	LOCAL	COLLECTOR	CORNELIUS	2	2	N
26TH	CORNELIUS CL TO BASELINE (TV HWY)	COLLECTOR		CORNELIUS	2	2	N
26TH	SUNSET TO HAWTHORNE	COLLECTOR		FOREST GROVE	2	3	N
26TH	UGB TO CORNELIUS CL (S)	LOCAL	COLLECTOR	COUNTY	2	2	N
28TH	MAIN TO 25TH EXTENSION	COLLECTOR		HILLSBORO	2	2	N
29TH	TV HWY TO CORNELIUS UGB	COLLECTOR		CORNELIUS	2	2	N
32ND	MAIN TO CYPRESS	COLLECTOR		HILLSBORO	2	3	N
37TH	BROGDEN TO MAIN	COLLECTOR		HILLSBORO	2	3	N
50TH/NYBERG	CONNECTION		COLLECTOR	TUALATIN	0	2	Y
53RD	ELAM YOUNG TO BASELINE	COLLECTOR		HILLSBORO	2	3	N
65TH	ELLIGSEN TO I-205	MAJOR COLLECTOR		COUNTY	2	2	N
65TH	LAKE VIEW TO CHILDS	COLLECTOR		LAKE OSWEGO	2	2	N
65TH	SAGER TO BORLAND	MAJOR COLLECTOR		COUNTY	2	2	N
68TH	DARTMOUTH TO HAMPTON	MAJOR COLLECTOR		TIGARD	2	3	N
68TH	HWY 99W TO DARTMOUTH	MAJOR COLLECTOR		TIGARD	2	3	N
69TH	99W TO PINE	MAJOR COLLECTOR		TIGARD	2	3	Y
71ST	PINE TO OAK	MAJOR COLLECTOR		TIGARD	2	3	Y
78TH	PFAFFLE TO HWY 99W	NEW	MINOR COLLECTOR	TIGARD	3	3	N
80TH	OAK TO OLSON	MAJOR COLLECTOR		COUNTY	2	3	Y
84TH	NYBERG TO BOONES FERRY	LOCAL	COLLECTOR	TUALATIN	2	2	N

TABLE 2  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR FACILITIES

ROAD NAME	SECTION	CO TPU FUNCT. CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
87TH	BIRCHWOOD TO CANYON	MAJOR COLLECTOR		COUNTY	2	3	N
90TH	LEAHY TO OAK	MAJOR COLLECTOR		COUNTY	2	3	N
90TH	TUALATIN-SHERWOOD TO TUALATIN	NEW	MAJOR COLLECTOR	TUALATIN	0	2	N
91ST	BH HWY TO CANYON	MAJOR COLLECTOR		COUNTY	2	3	N
92ND	DURHAM TO COOK PARK	MINOR COLLECTOR		TIGARD	2	2	Y
97TH	MCDONALD TO MURDOCK	MAJOR COLLECTOR		TIGARD	2	3	Y
98TH	MURDOCK TO DURHAM	MAJOR COLLECTOR		TIGARD	2	3	N
107TH	CORNELL TO LEAHY	MAJOR COLLECTOR		COUNTY	2	3	N
110TH	CANYON TO BEAV-HILLS HWY	MINOR COLLECTOR	MAJOR COLLECTOR	COUNTY	2	3	Y
116TH	99W TO BEEF BEND	LOCAL	MAJOR COLLECTOR	KING CITY	2	2	N
117TH	CENTER TO CANYON	MAJOR COLLECTOR		BEAVERTON	2	3	N
119TH	CORNELL TO McDANIEL	MAJOR COLLECTOR		COUNTY	2	3	N
121ST	SCHOLLS TO WALNUT	MAJOR COLLECTOR		TIGARD	2	3	Y
121ST	WALNUT TO GAARDE	MAJOR COLLECTOR		COUNTY	2	3	Y
130TH	17TH TO HART	MINOR COLLECTOR	MAJOR COLLECTOR	BEAVERTON	2	2	N
130TH	HAYSTACK TO SCHOLLS FERRY	MAJOR COLLECTOR		BEAVERTON	2	3	N
130TH	SCHOLLS FERRY TO SUMMER CREEK	NEW	MINOR COLLECTOR	TIGARD	0	2	N
131ST	FISCHER TO BEEF BEND	MAJOR COLLECTOR		COUNTY	2	3	N
135TH	BROCKMAN TO HAYSTACK	MAJOR COLLECTOR		BEAVERTON	2	3	Y
135TH	MORNING HILL TO MURRAY EXT	MINOR COLLECTOR		COUNTY	2	2	Y
135TH	MURRAY TO WALNUT	COLLECTOR	COLLECTOR	COUNTY	2	2	Y
135TH	SCHOLLS FERRY TO MORNING HILL	MINOR COLLECTOR		TIGARD	2	2	Y
141ST	MILLIKAN TO TV HWY	LOCAL	MAJOR COLLECTOR	BEAVERTON	2	2	N
142ND	TV HWY TO FARMINGTON	LOCAL	MAJOR COLLECTOR	BEAVERTON	2	2	N
143RD	CORNELL TO THOMPSON	MAJOR COLLECTOR		COUNTY	2	3	N
150TH	BEEF BEND TO BULL MTN	MAJOR COLLECTOR		COUNTY	2	3	N
155TH	O. SCHOLLS FERRY TO DAVIS	MAJOR COLLECTOR		BEAVERTON	2	3	N
160TH	DAVIS TO TV HWY	MAJOR COLLECTOR		COUNTY	2	3	N
169TH	WEST UNION TO LAIOLAH	MAJOR COLLECTOR		COUNTY	0	3	N
170TH EXTENSION	BASELINE TO 173RD	MAJOR COLLECTOR		COUNTY	0	3	N
173RD	170TH EXT. TO WALKER	MAJOR COLLECTOR		COUNTY	2	3	N
173RD	WALKER TO CORNELL	MAJOR COLLECTOR		COUNTY	2	3	N
174TH	BRONSON TO MEADOWGRASS	MAJOR COLLECTOR		COUNTY	2	3	N
174TH	MEADOWGRASS TO WEST UNION	MAJOR COLLECTOR		COUNTY	0	3	N
174TH	MEADOWGRASS TO WEST UNION	MAJOR COLLECTOR		COUNTY	2	?	N
185TH	BANY TO FARMINGTON	MAJOR COLLECTOR		COUNTY	2	3	Y
185TH	GAASSNER TO BANY	MAJOR COLLECTOR		COUNTY	2	3	N
197TH	ROCK TO BASELINE	MAJOR COLLECTOR		COUNTY	2	3	N
198TH	FARMINGTON TO KINNAMAN	MAJOR COLLECTOR		COUNTY	2	3	N
198TH	TV HWY TO ROCK	MAJOR COLLECTOR		COUNTY	2	3	N
205TH	BASELINE TO QUATAMA	MAJOR COLLECTOR		COUNTY	2	3	N
206TH	QUATAMA TO EXISTING CORNELL	MAJOR COLLECTOR		COUNTY	2	3	N
206TH	ROCK TO BASELINE	MAJOR COLLECTOR		COUNTY	2	3	N
209TH	TV HWY TO JOHNSON	MAJOR COLLECTOR		COUNTY	2	3	N
229TH	CORNELL TO EVERGREEN	MAJOR COLLECTOR		HILLSBORO	0	3	N
229TH	HILLSBORO C.E. TO ROSEDALE	MAJOR COLLECTOR		COUNTY	2	3	N

TABLE 2  
COUNTYWIDE TRAFFIC IMPACT FEE  
EL 6188 COLLECTOR FACILITIES

ROAD NAME	SECTION	CO TPU FUNCT. CLASS FUNC. CLASS	CITY PROPOSED CLASS	JURISDICTION	EXIST LANES LANES	FUTURE LANES ROUTE	BIKE
229TH	JOHNSON (N) TO JOHNSON (S)	MINOR COLLECTOR		COUNTY	2	2	N
229TH	TV HWY TO HILLSBORO CL	MAJOR COLLECTOR		HILLSBORO	2	3	N
229TH/231ST	BASELINE TO CORNELL	MAJOR COLLECTOR		COUNTY	2	3	N
239TH	FRANCES TO LOIS	MINOR COLLECTOR		COUNTY	2	2	N
239TH	GOLDEN TO FRANCES	MAJOR COLLECTOR		COUNTY	2	3	N
239TH	T.V. HIGHWAY TO GOLDEN	MINOR COLLECTOR		COUNTY	2	2	N
268TH	AIRPORT TO EVERGREEN	MAJOR COLLECTOR		COUNTY	2	3	N
281ST	HILLSBORO CL TO EVERGREEN	MAJOR COLLECTOR		COUNTY	2	3	N
AIRPORT	COUNTY JURTS TO SHUTE	MAJOR COLLECTOR		HILLSBORO	2	3	N
AIRPORT	HILLSBORO CL TO 268TH	MAJOR COLLECTOR		COUNTY	2	3	N
ALEXANDER	170TH TO 209TH	MAJOR COLLECTOR		COUNTY	2	3	N
B	PACIFIC TO DAVID HILL EXT.	COLLECTOR		FOREST GROVE	2	2	N
BAKER	SUNSET TO CLACKAMAS CO L	MAJOR COLLECTOR		COUNTY	2	3	N
BALD PEAK	HWY 219 TO LAURELWOOD	MAJOR COLLECTOR		COUNTY	2	2	N
BANY	165TH TO 185TH	MAJOR COLLECTOR		COUNTY	2	3	Y
BEARD	155TH TO MURRAY	MAJOR COLLECTOR		BEAVERTON	3	3	N
BEEF BEND	HWY 99 TO ELSNER LANE	MAJOR COLLECTOR		COUNTY	2	3	Y
BENTLEY	BROOKWOOD TO HILLSBORO CL	COLLECTOR		COUNTY	2	3	N
BENTLEY	HILLSBORO CL TO 32ND	COLLECTOR		HILLSBORO	2	3	N
BIRCHWOOD	LAURELWOOD TO 87TH	MAJOR COLLECTOR		COUNTY	2	3	N
BLOOMING FERN HILL	GOLF COURSE TO FERN HILL	MAJOR COLLECTOR		COUNTY	2	2	N
BONITA	HALL TO CLACKAMAS CO L	MAJOR COLLECTOR		TIGARD	2	3	Y
BORCHERS	EDY TO SCHOLLS-SHERWOOD	MAJOR COLLECTOR		COUNTY	2	3	N
BORLAND/WILKIE	INTERSECTION REALIGNMENT		COLLECTOR	TUALATIN	2	2	Y
BRIDGEPORT	72ND TO UPPER BOONES FY	MAJOR COLLECTOR		COUNTY	2	3	N
BROGDEN	28TH TO 43RD	COLLECTOR		HILLSBORO	2	3	N
BRONSON	EXISTING 158TH TO REALIGNED 158TH	MAJOR COLLECTOR		COUNTY	2	?	N
BRONSON	REALIGNED 158TH TO 185TH	MAJOR COLLECTOR		COUNTY	2	3	N
BROOKWOOD	BASELINE TO CORNELL	??		COUNTY	0	3	Y
BROOKWOOD	HILLSBORO CL TO BASELINE	??		COUNTY	2	3	Y
BROOKWOOD	TV HWY TO HILLSBORO CL	??		HILLSBORO	2	3	Y
BULL MOUNTAIN	99W TO BEEF BEND	MAJOR COLLECTOR		COUNTY	2	3	Y
BURNHAM	MAIN TO HALL	MAJOR COLLECTOR		TIGARD	2	3	Y
BUTLER	AIRPORT TO CORNELL	COLLECTOR		HILLSBORO	0	3	N
BUTNER	CEDAR HILLS TO MURRAY	MAJOR COLLECTOR		COUNTY	2	3	N
CASCADE	GREENBURG TO SCHOLLS	MAJOR COLLECTOR		TIGARD	2	3	N
CASCADE	HALL TO SCHOLLS FRY	MAJOR COLLECTOR		BEAVERTON	2	3	N
CEDAR	19TH TO 23RD	COLLECTOR		FOREST GROVE	2	3	N
CEDAR	PEARSON TO 32ND	COLLECTOR		HILLSBORO	2	3	N
CENTER	BEAVERTON CL TO 117TH	MAJOR COLLECTOR		BEAVERTON	2	3	N
CENTER	BEAVERTON CL TO BEAVERTON CL	MAJOR COLLECTOR		COUNTY	2	3	N
CENTER	HALL TO BEAVERTON CL	MAJOR COLLECTOR		BEAVERTON	2	3	N
CLIPPER	TUALATIN-SHRWD TO HWY 99W	MAJOR COLLECTOR		COUNTY	2	3	N
CLAPSHAW HILL	HILLSIDE TO GALES CREEK	MAJOR COLLECTOR		COUNTY	2	2	N
CLARK HILL	SCHOLLS FERRY TO FARMINGTON	MAJOR COLLECTOR		COUNTY	2	2	N
CLUTTER	GARDEN ACRES TO GRAHAMS FERRY	MAJOR COLLECTOR		COUNTY	2	2	N

TABLE 2  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR FACILITIES

ROAD NAME	SECTION	CO TPU FUNCT. CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
COMMERCIAL	GORDON TO GLENCOE	MAJOR COLLECTOR		NORTH PLAINS	2	2	N
CONESTOGA	SCHOLLS FERRY TO 125TH	MAJOR COLLECTOR		BEAVERTON	2	3	N
CONNELL	HILLSBORO C.L. TO HORNECKER	MAJOR COLLECTOR		COUNTY	2	2	N
CONNELL	MAIN TO HILLSBORO CL	COLLECTOR		HILLSBORO	2	2	N
CROENI	CORNELIUS PASS TO WAGON WAY	MAJOR COLLECTOR		COUNTY	2	?	N
CROENI	WAGON WAY TO JACOBSON	MAJOR COLLECTOR		COUNTY	2	3	N
CYPRESS	32ND TO TV HWY	COLLECTOR		HILLSBORO	2	3	N
DAIRY CREEK	MOUNTAINDALE TO BACONA	MAJOR COLLECTOR		COUNTY	2	2	N
DARTMOUTH	69TH TO I-5	MAJOR COLLECTOR		TIGARD	0	3	N
DARTMOUTH	HWY 99W TO 69TH	MAJOR COLLECTOR		TIGARD	0	3	N
DAVID HILL	UG8 TO THATCHER	MAJOR COLLECTOR		COUNTY	2	2	N
DAVID HILL EXT.	THATCHER TO HWY 47	COLLECTOR		FOREST GROVE	0	2	N
DAVIES	OLD SCHOLLS FERRY TO BROCKMAN	MAJOR COLLECTOR		BEAVERTON	2	2	N
DAVIES	SCHOLLS FERRY TO OLD SCHOLLS FERRY	MAJOR COLLECTOR		BEAVERTON	0	2	N
DAVIS	10TH TO 19TH	COLLECTOR		CORNELIUS	2	2	N
DAVIS	BEAVERTON CL TO 164TH	MAJOR COLLECTOR		COUNTY	2	3	N
DAVIS	NEW ALIGNMENT TO BEAVERTON CL	MAJOR COLLECTOR		BEAVERTON	2	3	N
DAVIS EXT.	DAVIS ROAD TO MURRAY	MAJOR COLLECTOR		BEAVERTON	0	3	N
DAY	BOONES FRY TO GRAHAMS FRY	MAJOR COLLECTOR		COUNTY	2	3	N
DENNIS	WALNUT TO MAIN	COLLECTOR		HILLSBORO	2	2	N
DERSHAM	HARRINGTON TO MOUNTAINDALE	MAJOR COLLECTOR		COUNTY	2	2	N
DIXON MILL	1/2 MILE FROM UNGER TO UNGER	MAJOR COLLECTOR		COUNTY	2	2	N
DOGWOOD	26TH TO 28TH	LOCAL	COLLECTOR	COUNTY	2	2	N
DOGWOOD	4TH TO WEBB	COLLECTOR		CORNELIUS	2	3	N
DOWNING	GREENWAY TO CONESTOGA	MAJOR COLLECTOR		BEAVERTON	2	3	N
EDY	BORCHERS TO ELWERT	MAJOR COLLECTOR		COUNTY	2	2	N
EDY	BORCHERS TO HWY 99W	MAJOR COLLECTOR		COUNTY	0	3	Y
ELAM YOUNG	CORNELL TO CORNELL(W)	COLLECTOR		HILLSBORO	2	2	N
ELM	TV HWY SPUR TO PACIFIC	COLLECTOR		FOREST GROVE	2	3	N
ELSNER	BEEF BEND TO BEEF BEND EXT	MAJOR COLLECTOR		COUNTY	2	3	N
ELWERT	KRUGER TO SCHOLLS-SHRWD	MAJOR COLLECTOR		COUNTY	2	2	N
ERICKSON	ALLEN TO 17TH	LOCAL		BEAVERTON	2	2	N
ERICKSON	FARMINGTON TO ALLEN	MINOR COLLECTOR	MAJOR COLLECTOR	BEAVERTON	2	2	N
F	GOFF TO PACIFIC	COLLECTOR		FOREST GROVE	0	2	N
FERN HILL	SPRNGLH TO RR TRACKS	MAJOR COLLECTOR		COUNTY	2	2	N
FISCHER	99W TO 131ST	MAJOR COLLECTOR		COUNTY	2	3	N
FOREST GALE	DE (FOREST GALE) TO DAVID HILL	COLLECTOR		FOREST GROVE	0	2	N
FOREST GALE	GALES CREEK TO DE	COLLECTOR		FOREST GROVE	2	2	N
FRANCES	219TH TO 239TH	MAJOR COLLECTOR		COUNTY	2	3	N
GAARDE	99W TO TIGARD CL	MAJOR COLLECTOR		TIGARD	2	3	Y
GAARDE	TIGARD CL TO 121ST	MAJOR COLLECTOR		COUNTY	2	3	Y
GAARDE CONNECTION	WALNUT TO GAARDE	COLLECTOR	COLLECTOR	TIGARD	0	2	Y
GALES WAY	23RD TO GALES CREEK	COLLECTOR		FOREST GROVE	2	2	N
GARDEN ACRES	CLUTTER TO RIDORF	MAJOR COLLECTOR		COUNTY	2	2	N
GARDEN HOME	MULTNOMAH TO CO L	LOCAL	MAJOR COLLECTOR	PORTLAND	2	2	N
GARIBALDI	10TH TO FIRST	COLLECTOR		HILLSBORO	2	2	N

TABLE 2  
COUNTRYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR FACILITIES

ROAD NAME	SECTION	CO TPU FUNCT. CLASS FUNC. CLASS	CITY PROPOSED CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
GAASNER	185TH TO GRABHORN	MAJOR COLLECTOR		COUNTY	2	2	N
GASTON	SPRINHILL TO HWY 47	MAJOR COLLECTOR		COUNTY	2	2	N
GERMANTOWN	MULTNOMAH CO L TO CORN. PASS	MAJOR COLLECTOR		COUNTY	2	2	N
GLENCOE	HWY 26 TO NORTH	MAJOR COLLECTOR		COUNTY	2	2	Y
GOFF	F TO E	COLLECTOR		FOREST GROVE	2	2	N
GOFF	F TO WILLAMINA	COLLECTOR		FOREST GROVE	0	2	N
GOFF	GALES CREEK (W) TO EXISTING (WILLAMINA)	COLLECTOR		FOREST GROVE	0	2	N
GOLDEN	239TH TO 52ND	MAJOR COLLECTOR		COUNTY	2	3	N
GOLDEN	52ND TO BROOKWOOD	MAJOR COLLECTOR		HILLSBORO	2	3	N
GOLF COURSE	TONGUE TO CORNELIUS CL	MAJOR COLLECTOR		COUNTY	2	2	N
GORDON	VAOIS TO NORTH	MAJOR COLLECTOR		COUNTY	2	2	N
GRABEL	MINTER BRIDGE TO HWY 219	MAJOR COLLECTOR		COUNTY	2	2	N
GRABHORN	FARMINGTON TO TILE FLAT	MAJOR COLLECTOR		COUNTY	2	2	N
GRAHAMS FERRY	AT 103RD - INTERSECTION	MAJOR COLLECTOR		COUNTY	2	2	N
GRAHAMS FERRY	AT IBACH - INTERSECTION	MAJOR COLLECTOR		COUNTY	2	2	N
GRAHAMS FERRY	CLACK CO L TO DAY	MAJOR COLLECTOR		COUNTY	2	2	N
GRAHAMS FERRY	DAY TO HELENIUS	MAJOR COLLECTOR		COUNTY	2	3	N
GRANT	1ST TO 28TH	COLLECTOR		HILLSBORO	2	3	Y
GREENBURG	HWY 217 TO 99W	MAJOR COLLECTOR		TIGARD	2	3	Y
GREENVILLE-ROY	HWY 47 TO ROY	MAJOR COLLECTOR		COUNTY	2	2	N
GRIFFITH (EAST LEG)	8-H HIGHWAY TO 5TH	MAJOR COLLECTOR		BEAVERTON	2	2	N
HAMILTON	MULT CO L TO SCHOLLS FERRY	MAJOR COLLECTOR		PORTLAND	2	3	N
HAMPTON	72ND TO 66TH	MAJOR COLLECTOR		TIGARD	3	3	Y
HAREWOOD	DE TO JACKSON SCHOOL	COLLECTOR		HILLSBORO	2	2	N
HAREWOOD	GLENCOE TO EXISTING	COLLECTOR		HILLSBORO	0	2	N
HART	166TH TO BEAVERTON CL	MAJOR COLLECTOR		COUNTY	2	3	Y
HART	BEAVERTON CL TO MURRAY	MAJOR COLLECTOR		BEAVERTON	2	3	Y
HART	MURRAY TO HALL	MAJOR COLLECTOR		BEAVERTON	2	2	Y
HAWTHORNE	12TH TO FOREST GROVE BYPASS	COLLECTOR		FOREST GROVE	2	3	N
HAYSTACK	135TH TO 130TH	MAJOR COLLECTOR		BEAVERTON	2	2	N
HEATHER	4TH TO 10TH	COLLECTOR		CORNELIUS	2	2	N
HEATHER	CORNELIUS CL TO 4TH	COLLECTOR		CORNELIUS	0	2	N
HEATHER	MOUNTAIN VIEW TO CORNELIUS CL	COLLECTOR		FOREST GROVE	0	2	N
HELVETIA	WEST UNION TO JACKSON QUARRY	MAJOR COLLECTOR		COUNTY	2	2	N
HIGHLAND EXTENSION	OREGON TO 12TH STREET EXTENSION	NEW	MAJOR COLLECTOR	SHERWOOD	0	3	N
HILLSIDE	KANSAS CITY TO CLAPSHAW HILL	MAJOR COLLECTOR		COUNTY	2	2	N
HOCKEN	FARMINGTON TO MILLIKAN	MAJOR COLLECTOR		BEAVERTON	2	3	N
HOCKEN	MILLIKAN TO KARL BRAUN	MAJOR COLLECTOR		PRIVATE	2	3	N
HOLLADAY	10TH TO 4TH	MINOR COLLECTOR		CORNELIUS	2	2	N
HORNECKER	CONNELL TO SUSBAUER	MAJOR COLLECTOR		COUNTY	2	2	N
HUNZIKER	HALL TO 72ND	MAJOR COLLECTOR		TIGARD	2	3	Y
IBACH	GRAHAMS FERRY TO BOONES FERRY	MAJOR COLLECTOR		TUALATIN	2	2	N
IOWA HILL	DIXON MILL TO GOLF COURSE	MAJOR COLLECTOR		COUNTY	2	2	N
JACKSON	317TH TO FIRST	COLLECTOR		HILLSBORO	2	2	N
JACKSON QUARRY	WEST UNION TO HELVETIA	MAJOR COLLECTOR		COUNTY	2	2	N
JACKSON SCHOOL	EVERGREEN TO WEST UNION	MAJOR COLLECTOR		COUNTY	2	2	N



TABLE 2  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR FACILITIES

ROAD NAME	SECTION	CO TPU FUNCT. CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
JACKSON SCHOOL	GRANT TO HAREWOOD	COLLECTOR		HILLSBORO	2	3	N
JACKSON SCHOOL	HAREWOOD TO EVERGREEN	MAJOR COLLECTOR		COUNTY	2	3	N
JACOBSON	CROENI TO CORNELIUS PASS	MAJOR COLLECTOR		COUNTY	0	3	N
JACOBSON	CROENI TO WEST UNION	MAJOR COLLECTOR		COUNTY	2	2	N
JACOBSON	HELVETIA TO CROENI	MAJOR COLLECTOR		COUNTY	2	3	N
JAMIESON	8-H HWY TO PINEHURST	MAJOR COLLECTOR		BEAVERTON	2	3	N
JAMIESON	PINEHURST TO SCHOLLS FERRY	MAJOR COLLECTOR		COUNTY	2	3	Y
JOHN OLSEN	EXISTING CORNELL TO EVERGREEN	MAJOR COLLECTOR		COUNTY	3	3	N
JOHNSON	170TH TO 174TH	MAJOR COLLECTOR		COUNTY	2	3	N
JOHNSON	174TH TO 175TH	MAJOR COLLECTOR		COUNTY	0	3	N
JOHNSON	175TH TO 219TH	MAJOR COLLECTOR		COUNTY	2	3	N
JOHNSON	219TH TO 229TH	MINOR COLLECTOR		COUNTY	2	2	N
JOHNSON	229TH TO 234TH	MINOR COLLECTOR		COUNTY	2	2	N
JOHNSON	234TH TO 239TH	MINOR COLLECTOR		HILLSBORO	2	2	N
JOHNSON SCHOOL	SIMPSON TO TONGUE	MAJOR COLLECTOR		COUNTY	2	2	N
KAISER	143RD TO BRONSON CREEK	MAJOR COLLECTOR		COUNTY	0	3	N
KAISER	BRONSON CR TO SPRINGVILLE	MAJOR COLLECTOR		COUNTY	2	3	N
KAISER	BRONSON CREEK TO WEST UNION	MAJOR COLLECTOR		COUNTY	2	2	N
KAISER	SPRINGVILLE TO MULT CO L	MAJOR COLLECTOR		COUNTY	2	2	N
KEMMER	REUSSER TO GASSNER	MAJOR COLLECTOR		COUNTY	2	3	N
KEMPER	HWY 47 TO THATCHER	MAJOR COLLECTOR		COUNTY	2	2	N
KERKMAN	CORN-SCHEEFLIN TO HARRINGTON	MAJOR COLLECTOR		COUNTY	2	2	N
KTANAMAN	FARMINGTON TO 209TH	MAJOR COLLECTOR		COUNTY	2	3	N
LADD HILL	CLACKAMAS CO L TO CLACKAMAS CO L	MAJOR COLLECTOR		COUNTY	2	2	N
LADD HILL	WILSONVILLE RD TO CLACKAMAS CO L	MAJOR COLLECTOR	MINOR ARTERIAL	SHERWOOD	2	3	N
LAIDLAW	KATSER TO 169TH	MAJOR COLLECTOR		COUNTY	0	3	N
LAIDLAW	MULT CO L TO KATSER	MAJOR COLLECTOR		COUNTY	2	3	N
LANGER	SHERWOOD TO TUALATIN-SHERWOOD	MAJOR COLLECTOR		COUNTY	2	3	N
LAURELWOOD	Bald Peak to Spring Hill	MAJOR COLLECTOR		COUNTY	2	2	N
LAURELWOOD (82ND)	SCHOLLS FERRY TO BIRCHWOOD	MAJOR COLLECTOR		COUNTY	2	3	N
LEAHY	107TH TO 90TH	MAJOR COLLECTOR		COUNTY	2	3	N
LEAHY	90TH TO BARNES	MAJOR COLLECTOR		COUNTY	2	3	N
LOCUST	GREENBURG TO HALL	MAJOR COLLECTOR		TIGARD	2	3	Y
LOCUST	HALL TO 80TH	MAJOR COLLECTOR		COUNTY	2	3	Y
LOMBARD	DENNEY TO FARMINGTON	MAJOR COLLECTOR		BEAVERTON	2	2	N
LOOP	MARTINAZZI TO BOONES FERRY	LOCAL	COLLECTOR	TUALATIN	2	3	N
MAIN	10TH TO 317TH	COLLECTOR		HILLSBORO	2	3	N
MAIN	19TH TO FOREST GROVE CL	COLLECTOR		FOREST GROVE	2	2	N
MAIN	99W TO 99W	MAJOR COLLECTOR		TIGARD	2	2	Y
MAIN EXTENSION	OAK TO MAIN	COLLECTOR		HILLSBORO	2	2	N
MAPLE	9TH TO 13TH	COLLECTOR		HILLSBORO	2	2	N
MAPLE	13TH TO 24TH	COLLECTOR		HILLSBORO	2	3	N
MAPLE	RR TRACKS TO PACIFIC	MAJOR COLLECTOR		FOREST GROVE	2	3	N
MARTINAZZI	TUALATIN-SHERWOOD TO BOONES FERRY	LOCAL	MAJOR COLLECTOR	TUALATIN	2	2	N
MARTINAZZI	TUALATIN-SHERWOOD TO SAGERI	MAJOR COLLECTOR		TUALATIN	2	3	N
MCDANIEL	119TH TO MULTNOMAH CO L	MAJOR COLLECTOR		COUNTY	2	3	N

TABLE 2  
COUNTRYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR FACILITIES

ROAD NAME	SECTION	CO TPU FUNCT. CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
MCDONALD	99W TO HALL	MAJOR COLLECTOR		TIGARD	2	3	Y
MEINECKE	COUNTY JURIS TO HWY 99W	MAJOR COLLECTOR	MINOR ARTERIAL	COUNTY	2	3	N
MEINECKE	LEE TO COUNTY JURIS	MAJOR COLLECTOR	MINOR ARTERIAL	SHERWOOD	2	3	N
MILLER	BARNES TO MUL T CO L	MAJOR COLLECTOR		COUNTY	2	3	N
MILLER HILL	GASSNER TO FARMINGTON	MAJOR COLLECTOR		COUNTY	2	2	N
MINTER BRIDGE	GRABEL TO HILLSBORO C.L.	MAJOR COLLECTOR		COUNTY	2	2	N
MINTER BRIDGE	HILLSBORO CL TO RIVER	MAJOR COLLECTOR		HILLSBORO	2	3	N
MINTER BRIDGE	RIVER TO TV HWY	COLLECTOR		HILLSBORO	3	3	N
MOUNTAIN VIEW	FOREST GROVE CL TO TV HWY	COLLECTOR		FOREST GROVE	2	2	N
MOUNTAINDALE	NORTH TO HWY 26	MAJOR COLLECTOR		COUNTY	2	2	N
MURDOCK	97TH TO 98TH	MAJOR COLLECTOR		TIGARD	2	3	Y
MURDOCK	BAKER TO SHERWOOD CL	MAJOR COLLECTOR	MINOR ARTERIAL	COUNTY	2	2	Y
MURDOCK	SHERWOOD CL TO OREGON	MAJOR COLLECTOR	MINOR ARTERIAL	SHERWOOD	2	2	Y
MURRAY CONNECTION	OLD SCHOLLS TO SCHOLLS	COLLECTOR		BEAVERTON	0	2	Y
NICHOLDS	THATCHER TO DE	MAJOR COLLECTOR		FOREST GROVE	2	2	N
NIMBUS	CIRRUS TO DENNEY	LOCAL		BEAVERTON	0	3	N
NIMBUS	HALL TO CIRRUS	LOCAL		BEAVERTON	3	3	N
NORA	DE TO 155TH	MAJOR COLLECTOR		BEAVERTON	2	3	N
NORA	WEIR TO EXISTING	MAJOR COLLECTOR		COUNTY	0	3	N
NORTH	GLENCOE TO GORDON	MAJOR COLLECTOR		COUNTY	2	2	N
NORTH SHERWOOD	LANGER TO 99W	MAJOR COLLECTOR	MINOR ARTERIAL	SHERWOOD	0	3	N
NORTH SHERWOOD	LANGER TO PINE	MAJOR COLLECTOR	MINOR ARTERIAL	SHERWOOD	2	3	N
NYBERG	C.L. TO 50TH CONNECTION (FLOODWAY SECTION)	MAJOR COLLECTOR	COLLECTOR	TUALATIN	2	2	Y
NYBERG	MARTINAZZI TO BOONES FERRY	LOCAL	COLLECTOR	TUALATIN	2	3	N
OAK	10TH TO 18TH	COLLECTOR		HILLSBORO	2	2	N
OAK	164TH TO 167TH	MAJOR COLLECTOR		PUBLIC	2	3	N
OAK	167TH TO 170TH	MAJOR COLLECTOR		COUNTY	2	3	N
OAK	71ST TO 72ND	MAJOR COLLECTOR		TIGARD	2	3	N
OAK	72ND TO HALL	MAJOR COLLECTOR		COUNTY	2	3	Y
OAK	PACIFIC TO N. BYPASS	COLLECTOR		FOREST GROVE	2	2	N
OLD CORNELIUS PASS	GERMANTOWN TO PHILLIPS	MAJOR COLLECTOR		COUNTY	2	2	N
OLD TV HWY	PATTON VALLEY TO HWY 47	MAJOR COLLECTOR		COUNTY	2	2	N
OREGON	HIGHLAND TO MURDOCK	MAJOR COLLECTOR		SHERWOOD	2	3	Y
OREGON	PINE TO HIGHLAND	MAJOR COLLECTOR		SHERWOOD	2	3	Y
OREGON	TUALATIN-SHERWOOD TO MURDOCK	MAJOR COLLECTOR	MINOR ARTERIAL	COUNTY	2	3	Y
PACIFIC (RITCHIEY)	E TO UGB	MINOR COLLECTOR	COLLECTOR	COUNTY	2	2	N
PARKWAY	HWY 217 TO CEDAR HILLS	MAJOR COLLECTOR		COUNTY	2	3	N
PATTON VALLEY	HWY 47 TO CHERRY GROVE	MAJOR COLLECTOR		COUNTY	2	2	N
PEARSON	CEDAR TO HILLSBORO CL	COLLECTOR		HILLSBORO	2	2	N
PEARSON	HILLSBORO C.L. TO BROOKWOOD	COLLECTOR		COUNTY	2	2	N
PFAFFLE	HALL TO 99W	MINOR COLLECTOR		COUNTY	2	2	N
PHILLIPS	OLD CORN PASS TO HELVETIA	MAJOR COLLECTOR		TIGARD	2	2	N
PINE	71ST TO 69TH	MAJOR COLLECTOR		COUNTY	2	3	Y
QUATAMA	206TH TO 216TH	MAJOR COLLECTOR		TIGARD	2	3	N
REISSER	SCHOLLS TO RIGERT	MAJOR COLLECTOR		COUNTY	2	3	N

TABLE 2  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR FACILITIES

ROAD NAME	SECTION	CO TPU FUNCT. CLASS	CITY PROPOSED FUNC. CLASS	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
RIDDER	BOONES FERRY TO GARDEN ACRES	MAJOR COLLECTOR		COUNTY	2	2	N
RIGERT	170TH TO REUSER	MAJOR COLLECTOR		COUNTY	2	3	N
ROCK	197TH TO 219TH	MAJOR COLLECTOR		COUNTY	2	3	N
ROCK CREEK	185TH TO CORNELIUS PASS	MAJOR COLLECTOR		COUNTY	2	2	N
ROOD BRIDGE	FARMINGTON TO HILLSBORO CL	MAJOR COLLECTOR		COUNTY	2	2	N
ROOD BRIDGE	HILLSBORO CL TO RIVER	MAJOR COLLECTOR		HILLSBORO	2	3	N
ROSA	FARMINGTON TO 209TH	MAJOR COLLECTOR		COUNTY	2	3	N
ROSEDALE	209TH TO RIVER	MAJOR COLLECTOR		COUNTY	2	2	N
ROY	CORN-SCH TO WILKSBOR-MTN DL	MAJOR COLLECTOR		COUNTY	2	2	N
SCHOLLS FERRY	DAVIES EXT TO SCHOLLS REALIGN (W)	MAJOR COLLECTOR		STATE	2	2	N
SCHOLLS FERRY	OLD SCHOLLS FERRY TO DAVIES EXT	MAJOR COLLECTOR		STATE	2	?	N
SCHOLLS FERRY	OLD SCHOLLS TO REALIGNED SCHOLLS	MAJOR COLLECTOR		STATE	2	?	N
SCHOLLS FERRY REALIGN (W)	SCHOLLS FERRY TO OLD SCHOLLS FERRY	MAJOR COLLECTOR		STATE	0	2	N
SCOGGINS VALLEY	HWY 47 TO STEPEN	MAJOR COLLECTOR		COUNTY	2	2	Y
SENECA	MARTINAZZI TO BOONES FERRY	LOCAL	COLLECTOR	TUALATIN	2	3	N
SEXTON MOUNTAIN	155TH TO MURRAY	MAJOR COLLECTOR		BEAVERTON	0	3	N
SHADYBROOK	NORTH TO DIXIE MTN	MAJOR COLLECTOR		COUNTY	2	2	N
SIMPSON	HILLSBORO HWY TO RIEDWIG	MAJOR COLLECTOR		COUNTY	2	2	N
SORRENTO	HART TO BROCKMAN	MAJOR COLLECTOR		BEAVERTON	2	3	N
SOUTH SHERWOOD	RAILROAD ST. TO WILSONVILLE RD.	MAJOR COLLECTOR	MINOR ARTERIAL	SHERWOOD	2	3	N
SPRINGHILL	YAMHILL CO L TO HIGHWAY 47	MAJOR COLLECTOR		COUNTY	2	2	N
SPRINGVILF	KAISER TO 185TH	MAJOR COLLECTOR		COUNTY	2	2	Y
SPRINGVILLE	MULTNOMAH CO L TO KAISER	MAJOR COLLECTOR		COUNTY	2	2	N
SUNRISE	JACKSON SCHOOL TO 25TH	COLLECTOR		HILLSBORO	2	3	N
SUSBAUER	CORNELIUS C.L. TO ZION CHURCH	MAJOR COLLECTOR		COUNTY	2	2	N
TAYLORS FERRY	80TH TO OLESON	MAJOR COLLECTOR		COUNTY	0	3	N
TAYLORS FERRY	MULTNOMAH CO L TO 80TH	MAJOR COLLECTOR		COUNTY	2	3	Y
TEAL	155TH TO MURRAY	MAJOR COLLECTOR		BEAVERTON	2	2	N
THATCHER	DAVID HILL TO HILLSIDE	MAJOR COLLECTOR		COUNTY	2	2	N
THATCHER	GALES CREEK TO DAVID HILL	MAJOR COLLECTOR		COUNTY	2	3	N
TIEDEMAN	GREENBURG TO WALNUT	MAJOR COLLECTOR		TIGARD	2	3	Y
TILE FLAT	GRABHORN TO SCHOLLS FERRY	MAJOR COLLECTOR		COUNTY	2	2	N
TIMBER	WILSON RIVER HWY TO HWY 26	MAJOR COLLECTOR		COUNTY	2	2	N
TONGUE	HILLSBORO HWY TO GOLF COURSE	MAJOR COLLECTOR		COUNTY	2	2	N
TUALATIN	BOONES FERRY TO JURGENS	MAJOR COLLECTOR		TUALATIN	2	3	N
UNGER	HILLSBORO HWY TO DIXON MILL	MAJOR COLLECTOR		COUNTY	2	2	N
UNIVERSITY	COLLEGE WAY TO MAIN	COLLECTOR		FOREST GROVE	2	2	N
UNIVERSITY	SUNSET TO CEDAR	COLLECTOR		FOREST GROVE	2	2	N
VERBOORT	MARTIN TO HWY 47	MAJOR COLLECTOR		COUNTY	2	2	N
VERMONT	MULTNOMAH CO L TO OLESON	MAJOR COLLECTOR		COUNTY	2	3	N
VERNONTIA	HWY 26 TO COLUMBIA CO L	MAJOR COLLECTOR		COUNTY	2	2	N
WAGON WAY	CROENI TO CORNELIUS PASS	MAJOR COLLECTOR		COUNTY	3	3	N
WALKER	CANYON RD TO HWY 217	MAJOR COLLECTOR		COUNTY	2	3	Y
WALNUT	17TH TO FIRST	COLLECTOR		HILLSBORO	2	2	N
WALNUT	TIGARD CL TO 135TH	MAJOR COLLECTOR		COUNTY	2	3	Y
WALNUT	TIGARD CL TO 99W	MAJOR COLLECTOR		TIGARD	2	3	N

TABLE 2  
COUN YWIDE TRAFFIC IMPACT FEE  
ELIG BLE COLLECTOR FACILITIES

ROAD NAME	SECTION	(0 TPU FUNCT. CLASS	CITY PROPOSED	JURISDICTION	EXIST LANES	FUTURE LANES	BIKE ROUTE
		FUNC. CLASS					
WALNUT CONNECTION	SCHOLLS FY TO 135TH	COLLECTOR		TIGARD	0	2	Y
WATERCREST	FOREST GALE TO THATCHER	COLLECTOR		FOREST GROVE	2	2	N
WEIR	E/W SECTION TO REUSSER,	MAJOR COLLECTOR		COUNTY	0	3	N
WEIR	MURRAY TO 165TH (BEAVERTON CL)	MAJOR COLLECTOR		BEAVERTON	2	3	N
WEIR/170TH	BEAVERTON CL TO KEMMER	MAJOR COLLECTOR		COUNTY	2	3	N
WEST UNION	HELVETIA TO GLENCOE	MAJOR COLLECTOR		COUNTY	2	2	Y
WESTSHORE	STEPHEN TO SCOGGINS VALLEY	MAJOR COLLECTOR		COUNTY	2	2	Y
WILKESBORO-MOUNTAINDALE	HWY 26 TO ROY	MAJOR COLLECTOR		COUNTY	2	2	N
WILLAMINA	BALLAD TO DE	COLLECTOR		FOREST GROVE	2	2	N
WILLAMINA	GALES CREEK TO MAIN	COLLECTOR		FOREST GROVE	2	2	N
WILLAMINA	MAIN TO HAWTHORNE	MAJOR COLLECTOR		COUNTY	2	2	N
WILSON	ALLEN TO HART	MAJOR COLLECTOR		BEAVERTON	2	3	N
WITCH HAZEL	RIVER TO TV HWY	MAJOR COLLECTOR		HILLSBORO	2	3	N
YEW	BASELINE TO FOREST GROVE CL	COLLECTOR		FOREST GROVE	2	2	N

### III. ELIGIBLE PROJECTS

#### III.A. ARTERIAL PROJECTS

This section of the Base Facilities Report describes the Arterial projects that are eligible for funding through the countywide Traffic Impact Fee program. The projects were identified through a cooperative effort conducted among Washington County and the cities of Washington County. This work was coordinated through the Washington County Transportation Coordinating Committee - Technical Group.

The primary basis for the identification of projects was the recently adopted Washington County Transportation Plan. The Transportation Plan was developed by the County after extensive input and review by Washington County cities. The projects were identified based on transportation modeling performed utilizing the Metro Service District's EMME 2 Transportation Model. As part of the modeling process an indication was provided regarding:

- 1) Whether the project is intended to address an existing transportation improvement need;
- 2) Whether the project is intended to solely address a projected future need; or
- 3) Whether the project is intended to address an existing need as well as provide additional capacity to accommodate future growth.

Based on TIF project eligibility criteria, only projects meeting conditions 2 and 3 above are eligible for funding through the TIF.

Arterial projects meeting the eligibility criteria are identified in Table 3. Only projects with an identified future cost are eligible. In cases where an existing need is also identified, only the future improvement is eligible. The list of arterial projects identified in Table 3 may be modified by the Board of County Commissioners based on amendments to the Washington County Transportation Plan.

TABLE 3  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE ARTERIAL PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
<b>** JURISDICTION COUNTY</b>			
65TH - NYBERG TO BORLAND	BUILD TO 3 LANE ULTIMATE SECTION	1340	NO EXISTING NEED
92ND - GARDEN HOME TO ALLEN	RECONSTRUCT TO ARTERIAL STANDARDS	764	RECONSTRUCT TO EXISTING DESIGN
110TH - E-W ARTERIAL TO CANYON	CONSTRUCT EXT FROM BARNES TO 112TH	350	NO EXISTING NEED
112TH EXTENSION - CORNELL TO BARNES	BUILD TO 5 LANE ULTIMATE SECTION	2278	NO EXISTING NEED
158TH - BRONSON TO WEST UNION	BUILD TO ULTIMATE SECTION	1809	RECONSTRUCT TO EXISTING DESIGN
158TH - JENKINS TO RR CROSSING	CONSTRUCT 3 LANE ROAD	201	RECONSTRUCT TO EXISTING DESIGN
158TH - LAIDLAW TO KAISER	WIDEN TO 5 LANES WITH BIKE LANES	2251	NO EXISTING NEED
158TH - WALKER TO JENKINS	BUILD 3 LANE ROAD	1112	NO EXISTING NEED
158TH - WEST UNION TO LAIDLAW	BUILD TO 3 LANE ULTIMATE SECTION	3672	NO EXISTING NEED
170TH - BANY RD TO OAK	BUILD TO 3 LANE ULTIMATE SECTION	1568	RECONSTRUCT TO EXISTING DESIGN
170TH - FARMINGTON TO TV HWY	BUILD TO 3 LANE ULTIMATE SECTION	1608	RECONSTRUCT TO EXISTING DESIGN
170TH - OAK TO FARMINGTON RD	BUILD TO 3 LANE ULTIMATE SECTION	965	RECONSTRUCT TO EXISTING DESIGN
170TH - RIGERT TO BANY	BUILD TO 3 LANE ULTIMATE SECTION	764	RECONSTRUCT TO EXISTING DESIGN
170TH - T.V. HWY TO BASELINE	RECONSTRUCT TO 3 LANES WITH BIKE LANES	4650	NO EXISTING NEED
170TH/RIGERT	BUILD TO 3 LANE ULTIMATE SECTION	1367	NO EXISTING NEED
185TH - FARMINGTON TO TV HWY	BUILD TO 3 LANE ULTIMATE SECTION	2600	RECONSTRUCT TO EXISTING DESIGN
185TH - GERMAN TOWN TO CORNELIUS PASS	BUILD NEW ROAD CONNECTION	670	NO EXISTING NEED
185TH - ROCK CREEK TO WEST UNION	BUILD TO 3 LANE ULTIMATE SECTION	1621	RECONSTRUCT TO EXISTING DESIGN
185TH - SPRINGVILLE TO GERMAN TOWN	BUILD TO ULTIMATE SECTION	1340	NO EXISTING NEED
185TH - WEST UNION TO SPRINGVILLE	BUILD TO 3 LANE ULTIMATE SECTION	576	RECONSTRUCT TO EXISTING DESIGN
185TH/WEST UNION - INTERSECTION	SIGNALIZE INTERSECTION	168	NO EXISTING NEED
198TH - BLANTON TO TV HWY	BUILD TO 3 LANE ULTIMATE SECTION	255	RECONSTRUCT TO EXISTING DESIGN
198TH - KINNAMAN TO BLANTON	BUILD TO 3 LANE ULTIMATE SECTION	201	RECONSTRUCT TO EXISTING DESIGN
209TH - FARMINGTON TO KINNAMAN	BUILD TO 3 LANE ULTIMATE SECTION	3350	RECONSTRUCT TO EXISTING DESIGN
209TH - KINNAMAN TO T.V. HIGHWAY	BUILD TO 3 LANE ULTIMATE SECTION	938	RECONSTRUCT TO EXISTING DESIGN
216TH/219TH PHASE 1 - T.V. HIGHWAY TO CORNELL	BUILD TO 3 LANES	8442	NO EXISTING NEED
BARNES - LEAHY TO 88TH	BUILD TO 5 LANE ULTIMATE SECTION	1139	RECONSTRUCT TO EXISTING DESIGN
BARNES - MILLER RD TO LEAHY	BUILD TO 5 LANE ULTIMATE SECTION	1956	RECONSTRUCT TO EXISTING DESIGN
BARNES EXTENSION - HWY 217 TO CEDAR HILLS	CONSTRUCT 5 LANE EXTENSION WITH BIKE LANES	5186	NO EXISTING NEED
BARNES/BURNSIDE - MULTNOMAH CO.L. TO MILLER RD	BUILD TO 5 LANE ULTIMATE SECTION	1856	RECONSTRUCT TO EXISTING DESIGN
BARNES/SALTZMAN - CORNELL TO BARNES EXT	BUILD TO 5 LANE ULTIMATE SECTION	4583	NO EXISTING NEED
BASELINE - BROOKWOOD TO 170TH	RECONSTRUCT TO 5 LANES WITH BIKE LANES	27818	NO EXISTING NEED
BASELINE/JENKINS EXT - 158TH TO 170TH	CONSTRUCT 5 LANE CONNECTION WITH BIKE LANES	2506	NO EXISTING NEED
BEEF BEND - BEEF BEND EXT TO SCHOLLS FERRY	BUILD TO 3 LANE ULTIMATE SECTION	3913	RECONSTRUCT TO EXISTING DESIGN
BEEF BEND EXT. - BEEF BEND TO ELSNER	CONSTRUCT 3 LANE ROAD	3363	NO EXISTING NEED
BEEF BEND EXT. - ELSNER TO WESTERN BYPASS	CONSTRUCT 3 LANE ROAD	1675	NO EXISTING NEED
BEEF BEND EXT. - WESTERN BYPASS TO SCHOLLS-SHERWOOD	CONSTRUCT 3 LANE ROAD	1528	NO EXISTING NEED
CEDAR HILLS/HUNTINGTON - INTERSECTION	SIGNALIZE	134	ADD TURN LANES
CORNELIUS PASS - HWY 26 TO WEST UNION	BUILD TO 5 LANE ULTIMATE SECTION	2332	RECONSTRUCT TO EXISTING DESIGN
CORNELIUS PASS - WEST UNION TO GERMAN TOWN	BUILD TO 2 LANE ULTIMATE SECTION	2720	RECONSTRUCT TO EXISTING DESIGN
CORNELIUS PASS/GERMAN TOWN - INTERSECTION	ADD LEFT TURN LANE ON 1 APPROACH	20	NO EXISTING NEED
CORNELIUS-SCHFLN/VERBOORT - INTERSECTION	INTERSECTION IMPROVEMENTS	147	ADD LEFT TURN LANES ON 2 APPROACHES
CORNELL - 158TH TO SALTZMAN	RECONSTRUCT TO 5 LANES WITH BIKE LANES	7095	NO EXISTING NEED

TABLE 3  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE ARTERIAL PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
CORNELL - 185TH TO 158TH	WIDEN TO 5 LANES WITH BIKE LANES	3484	NO EXISTING NEED
CORNELL - CORNELIUS PASS TO 185TH	RECONSTRUCT TO 5-7 LANES WITH BIKE LANES	10452	NO EXISTING NEED
CORNELL - SALTZMAN TO COUNTY LINE	RECONSTRUCT TO 3 LANES WITH BIKE LANES	9125	NO EXISTING NEED
DENNEY - HIGHWAY 217 TO SCHOLLS FY	BUILD TO 3 LANE ULTIMATE SECTION	295	RECONSTRUCT TO EXISTING DESIGN
EVERGREEN - 25TH TO JACKSON SCHOOL	BUILD TO 3 LANE ULTIMATE SECTION	1300	RECONSTRUCT TO EXISTING DESIGN
EVERGREEN - CORNELIUS PASS - DAWSON CR	BUILD TO 5 LANE ULTIMATE SECTION	1338	RECONSTRUCT TO EXISTING DESIGN
EVERGREEN - DAWSON CREEK TO SHUTE RD	BUILD TO 5 LANE ULTIMATE SECTION	2408	RECONSTRUCT TO EXISTING DESIGN
EVERGREEN - JACKSON SCH TO GLENCOE	BUILD TO 3 LANE ULTIMATE SECTION	1434	RECONSTRUCT TO EXISTING DESIGN
EVERGREEN - SHUTE RD TO 25TH	BUILD TO 5 LANE ULTIMATE SECTION	5500	RECONSTRUCT TO EXISTING DESIGN
GALES CREEK - THATCHER TO FOREST GROVE C.L.	ADD TURN LANES AT 5 INTERSECTIONS	1000	RECONSTRUCT TO EXISTING DESIGN
GARDEN HOME - MULTNOMAH TO OLESON	BUILD TO 3 LANE ULTIMATE SECTION	402	RECONSTRUCT TO EXISTING DESIGN
GARDEN HOME - OLESON TO 92ND	BUILD TO 3 LANE ULTIMATE SECTION	1300	RECONSTRUCT TO EXISTING DESIGN
GLENCOE - HILLSBORO CL TO EVERGREEN	BUILD TO 3 LANE ULTIMATE SECTION	683	RECONSTRUCT TO EXISTING DESIGN
GLENCOE/EVERGREEN - INTERSECTION	ADD LEFT TURN LANES ON 2 APPROACHES	147	NO EXISTING NEED
GREENBURG - TIEDEMAN TO HALL	RECONSTRUCT TO 5 LANES	4958	NO EXISTING NEED
HELVETIA - HWY 26 TO WEST UNION ROAD	BUILD TO 3 LANE ULTIMATE SECTION	1260	RECONSTRUCT TO EXISTING DESIGN
JENKINS - MURRAY TO 158TH	WIDEN TO 5 LANES WITH BIKE LANES	1554	NO EXISTING NEED
JENKINS - MURRAY TO CEDAR HILLS	RECONSTRUCT TO 3 LANES	1367	RECONSTRUCT TO EXISTING DESIGN
LOWER BOONES FERRY - N CITY LIMITS TO S CITY LIMITS	BUILD TO 3 LANE ULTIMATE SECTION	1179	RECONSTRUCT TO EXISTING DESIGN
MULTNOMAH - MULTNOMAH CO L TO GARDEN HOME	BUILD TO ULTIMATE 3 LANE SECTION	683	RECONSTRUCT TO EXISTING DESIGN
MURRAY - ALLEN BLVD TO T.V. HWY	TSW IMPROVEMENTS	1340	NO EXISTING NEED
MURRAY - MILLIKAN TO JENKINS	WIDEN STRUCTURE TO 4 LANES WITH BIKE LANES	7102	NO EXISTING NEED
MURRAY - SUNSET HWY TO CORNELL	RECONSTRUCT TO 5 LANES	898	NO EXISTING NEED
NYBERG - I-5 TO 65TH	RECONSTRUCT TO 5 LANES	1889	NO EXISTING NEED
OLD SCHOLLS FERRY/SCHOLLS FERRY - MURRAY TO WESTERN BYPASS	BUILD TO 5 LANE ULTIMATE SECTION	3792	NO EXISTING NEED
OLESON - HALL TO B-H HWY	RECONSTRUCT TO 3 LANES WITH BIKE LANES	10063	NO EXISTING NEED
RIVER/ROSEDALE - INTERSECTION	ADD LEFT TURN LANES ON 2 APPROACHES	147	NO EXISTING NEED
SALTZMAN - BURTON TO THOMPSON	BUILD TO 3 LANE ULTIMATE SECTION	2050	RECONSTRUCT TO EXISTING DESIGN
SALTZMAN - CORNELL TO BURTON	BUILD TO 3 LANE ULTIMATE SECTION	2801	RECONSTRUCT TO EXISTING DESIGN
SALTZMAN - THOMPSON TO LAIDLAW	BUILD TO 3 LANE ULTIMATE SECTION	1085	RECONSTRUCT TO EXISTING DESIGN
SCHOLLS FERRY - B-H HWY TO MULTNOMAH CO. L.	BUILD TO 3 LANE ULTIMATE SECTION	590	RECONSTRUCT TO EXISTING DESIGN
THOMPSON - MULT CO L TO 143RD AV	BUILD TO 3 LANE ULTIMATE SECTION	4167	RECONSTRUCT TO EXISTING DESIGN
WALKER - HWY 217 TO MURRAY	RECONSTRUCT TO 3 LANES WITH BIKE LANES	3216	NO EXISTING NEED
WALKER/STUCKI - 185TH TO CORNELL	WIDEN	2680	
WALKER/STUCKI - MURRAY TO CORNELL	RECONSTRUCT TO 5 LANES WITH BIKE LANES	9380	NO EXISTING NEED
WEST UNION - 143RD TO KAISER	BUILD TO 3 LANE ULTIMATE SECTION	375	RECONSTRUCT TO EXISTING DESIGN
WEST UNION - CORNELIUS PASS TO HELVETIA	BUILD TO 3 LANE ULTIMATE SECTION	2948	RECONSTRUCT TO EXISTING DESIGN
WEST UNION - KAISER TO CORNELIUS PASS	BUILD TO 3 LANE ULTIMATE SECTION	6459	RECONSTRUCT TO EXISTING DESIGN
WEST UNION/158TH - INTERSECTION	SIGNALIZE INTERSECTION	168	NO EXISTING NEED
WEST UNION/C.P. - INTERSECTION	SIGNALIZE INTERSECTION	168	NO EXISTING NEED
WILSONVILLE - S. SHERWOOD TO OLD 99W	BUILD TO 3 LANE ULTIMATE SECTION	2184	RECONSTRUCT TO EXISTING DESIGN
WILSONVILLE (SUNSET) - S. SHERWOOD BLVD TO BAKER	BUILD TO ULTIMATE 3 LANE SECTION	281	RECONSTRUCT TO EXISTING DESIGN

TABLE 3  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE ARTERIAL PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
** Subtotal **		226483	
** JURISDICTION STATE			
B-H HWY - 110TH TO S/B HWY 217 RAMPS	ADD DUAL LEFT TURN LANES	400	NO EXISTING NEED
BOONES FERRY - TUALATIN TO DURHAM	RECONSTRUCT TO 3 LANES WITH BIKE LANES	5360	RECONSTRUCT TO EXISTING DESIGN
BOONES FERRY/ALSEA - INTERSECTION	ADD TURN LANES, SIGNALIZE	250	RECONSTRUCT TO EXISTING DESIGN
BOONES FERRY/AVERY - INTERSECTION	ADD TURN LANES, SIGNALIZE	250	RECONSTRUCT TO EXISTING DESIGN
BOONES FERRY/IBACH - INTERSECTION	ADD TURN LANES, SIGNALIZE	250	RECONSTRUCT TO EXISTING DESIGN
BOONES FERRY/SAGERT - INTERSECTION	ADD TURN LANES, SIGNALIZE	250	RECONSTRUCT TO EXISTING DESIGN
BOONES FERRY/TUALATIN-SHRWD - INTERSECTION	ADD TURN LANES, MODIFY SIGNAL	250	INTERSECTION IMPROVEMENTS
FARMINGTON/CLARK HILL - INTERSECTION	SIGNALIZE	134	NO EXISTING NEED
FARMINGTON/RIVER - INTERSECTION	SIGNALIZE	168	INTERSECTION IMPROVEMENTS
HALL/BONITA - INTERSECTION	SIGNALIZE	134	INTERSECTION IMPROVEMENTS
HWY 210/SCHOLLS-SHERWOOD - INTERSECTION	ADD LEFT TURN LANES ON 2 APPROACHES	147	NO EXISTING NEED
HWY 219/FARMINGTON - INTERSECTION	SIGNALIZE	168	NO EXISTING NEED
MURRAY/FARMINGTON - INTERSECTION	ADD DUAL LEFT TURN LANES	489	NO EXISTING NEED
SCHOLLS FERRY - AT OLD SCHOLLS (W)	RECONSTRUCT TO 3 LANES	1072	NO EXISTING NEED
SCHOLLS FERRY - HALL TO B-H HIGHWAY	RECONSTRUCT TO 7 LANES WITH BIKE LANES	9099	NO EXISTING NEED
SCHOLLS FERRY - HWY 217 TO 121ST	SIGNALIZE	1997	NO EXISTING NEED
SCHOLLS FERRY/CLARK HILL - INTERSECTION	SIGNALIZE	134	NO EXISTING NEED
SCHOLLS FERRY/RIVER - INTERSECTION	SIGNALIZE	134	INTERSECTION IMPROVEMENTS
SCHOLLS FERRY/TILE FLAT - INTERSECTION	SIGNALIZE	134	NO EXISTING NEED
** Subtotal **		20820	
** JURISDICTION BEAVERTON			
125TH - BROCKMAN TO HALL	BUILD NEW STREET	2680	NO EXISTING NEED
125TH/121ST - CONNECTION	CONSTRUCT NEW 3 LANE ROAD	1698	NO EXISTING NEED
ALLEN - FALLBROOK TO 92ND	INTERSECTION IMPROVEMENTS	49	NO EXISTING NEED
ALLEN - HWY 217 TO WESTERN	ADD LEFT TURN LANES	297	NO EXISTING NEED
ALLEN - MURRAY TO MAIN	ADD TURN LANES AT INTERSECTIONS	800	NO EXISTING NEED
BROCKMAN/GREENWAY - INTERSECTION	IMPROVE TO ARTERIAL DESIGN STANDARDS	11	NO EXISTING NEED
CEDAR HILLS - TV HWY TO HALL	RECONSTRUCT TO 5 LANE ULTIMATE SECTION	305	INTERSECTION IMPROVEMENTS
CEDAR HILLS/FAIRFIELD - INTERSECTION	SIGNALIZE	70	ADD TURN LANES
DENNEY - HALL TO HWY 217	WIDEN AND ADD BIKE LANES	100	NO EXISTING NEED
E-W ARTERIAL - 110TH TO MURRAY	CONSTRUCT NEW ARTERIAL STREET	10000	NO EXISTING NEED
FARMINGTON - MURRAY TO HOCKEN	ADD LEFT TURN LANES	600	NO EXISTING NEED
HALL/CREEKSIDE - INTERSECTION	SIGNALIZE	147	NO EXISTING NEED
LOMBARD - CANYON TO E-W ARTERIAL	CONSTRUCT NEW ARTERIAL STREET	350	NO EXISTING NEED
LOMBARD EXTENSION - FARMINGTON TO CANYON	CONSTRUCT 5 LANE EXTENSION	2040	NO EXISTING NEED
LOMBARD/CANYON - INTERSECTION	INTERSECTION IMPROVEMENTS	134	NO EXISTING NEED
** Subtotal **		19281	

TABLE 3  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE ARTERIAL PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
** JURISDICTION FOREST GROVE FG N. ARTERIAL - GALES CR TO HWY 47 ** Subtotal **	CONSTRUCT NEW ARTERIAL ROAD	2476	NO EXISTING NEED
		2476	
** JURISDICTION HILLSBORO 1ST - GRANT TO GLENCOE CORNELL - MAIN TO ARRINGTON GLENCOE - S OF SHANNON TO N CITY LIMITS RIVER - ROAD BRIDGE TO S. CITY LIMITS RIVER/WITCHHAZEL - INTERSECTION ** Subtotal **	BUILD TO ULTIMATE 3 LANE SECTION ADD LEFT TURN LANES BUILD TO ULTIMATE 3 LANE SECTION BUILD TO ULTIMATE 3 LANE SECTION SIGNALIZE	248 1340 422 516 135	RECONSTRUCT TO EXISTING DESIGN NO EXISTING NEED RECONSTRUCT TO EXISTING DESIGN RECONSTRUCT TO EXISTING DESIGN INTERSECTION IMPROVEMENTS
		2661	
** JURISDICTION SHERWOOD WILSONVILLE - OLD 99W TO 99W ** Subtotal **	BUILD 3 LANE CONNECTION	281	NO EXISTING NEED
		281	
** JURISDICTION TIGARD 072ND - HAMPTON TO HIGHWAY 99W ** Subtotal **	BUILD TO ULTIMATE 3 LANE SECTION	938	RECONSTRUCT TO EXISTING DESIGN
		938	
** JURISDICTION TUALATIN 124TH - HIGHWAY 99W TO TUALATIN-SHRWD 124TH/ TUALATIN - INTERSECTION ** Subtotal **	BUILD NEW ROAD REALIGN INTERSECTION	931 200	NO EXISTING NEED NO EXISTING NEED
		1131	
*** Total ***		274071	

### III.B. COLLECTOR PROJECTS

This section of the Base Facilities Report describes the Collector projects that are eligible for funding through the countywide Traffic Impact Fee program. As was the case for the arterial projects, the collector projects were identified through a cooperative effort conducted among Washington County and the cities of Washington County.

The primary basis for the identification of projects was the recently adopted Washington County Transportation Plan. In addition, the collector projects were identified by various cities through their City Transportation Plans and through more recently completed traffic analyses.

Only those projects meeting TIF eligibility criteria may be funded through the TIF. Collector projects meeting the eligibility criteria are identified in Table 4. Only projects with an identified future cost are eligible. In cases where an existing need is also identified, only the future improvement is eligible.

The list of collector projects shown in Table 4 may be modified based on individual city or county actions. To modify the list of collectors a city or the county may change the TIF collector project list based on amendments to the applicable city or County Transportation Plans.

TABLE 4  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
<b>** JURISDICTION COUNTY</b>			
25TH - HILLSBORO JURIS. TO EVERGREEN	BUILD TO 3 LANE ULTIMATE SECTION	590	RECONSTRUCT TO EXISTING DESIGN
80TH - OAK ST TO TAYLORS FERRY	BUILD TO 3 LANE ULTIMATE SECTION	442	RECONSTRUCT TO EXISTING DESIGN
80TH - TAYLORS FERRY TO OLESON	BUILD TO 3 LANE ULTIMATE SECTION	764	RECONSTRUCT TO EXISTING DESIGN
87TH - BIRCHWOOD TO CANYON RD	BUILD TO 3 LANE ULTIMATE SECTION	442	RECONSTRUCT TO EXISTING DESIGN
90TH - LEAHY TO LEAHY	BUILD TO 3 LANE ULTIMATE SECTION	375	RECONSTRUCT TO EXISTING DESIGN
91ST - 8H HWY TO CANYON RD	BUILD TO 3 LANE ULTIMATE SECTION	737	RECONSTRUCT TO EXISTING DESIGN
107TH - CORNELL TO LEAHY	BUILD TO 3 LANE ULTIMATE SECTION	201	RECONSTRUCT TO EXISTING DESIGN
119TH - CORNELL RD TO MC DANIEL	BUILD TO 3 LANE ULTIMATE SECTION	911	RECONSTRUCT TO EXISTING DESIGN
121ST - GAARDE TO WALNUT	BUILD TO 3 LANE ULTIMATE SECTION	911	RECONSTRUCT TO EXISTING DESIGN
131ST - FISHER RD TO BEEF BEND	BUILD TO 3 LANE ULTIMATE SECTION	536	RECONSTRUCT TO EXISTING DESIGN
143RD - BURTON TO THOMPSON	BUILD TO 3 LANE ULTIMATE SECTION	603	RECONSTRUCT TO EXISTING DESIGN
143RD - CORNELL TO BURTON	BUILD TO 3 LANE ULTIMATE SECTION	429	RECONSTRUCT TO EXISTING DESIGN
150TH - BEEF BEND TO BULL MT RD	BUILD TO 3 LANE ULTIMATE SECTION	1018	RECONSTRUCT TO EXISTING DESIGN
155TH - WEIR TO BEARD	BUILD TO 3 LANE ULTIMATE SECTION	402	RECONSTRUCT TO EXISTING DESIGN
160TH - BLANTON TO TV HWY	BUILD TO 3 LANE ULTIMATE SECTION	107	RECONSTRUCT TO EXISTING DESIGN
160TH - DAVIS TO DIVISION	BUILD TO 3 LANE ULTIMATE SECTION	456	RECONSTRUCT TO EXISTING DESIGN
160TH - DIVISION TO FARMINGTON	BUILD TO 3 LANE ULTIMATE SECTION	214	RECONSTRUCT TO EXISTING DESIGN
160TH - FARMINGTON TO BLANTON	BUILD TO 3 LANE ULTIMATE SECTION	214	RECONSTRUCT TO EXISTING DESIGN
169TH - WEST UNION TO LAIDLAW	BUILD 3 LANE ROAD	858	NO EXISTING NEED
170TH - WEIR TO NORA	RECONSTRUCT TO STANDARD	380	NO EXISTING NEED
170TH EXTENSION - BASELINE TO WALKER	CONSTRUCT 3 LANE EXTENSION WITH BIKE LANES	2707	NO EXISTING NEED
174TH - BRONSON TO WEST UNION	BUILD TO 3 LANE ULTIMATE SECTION	1353	RECONSTRUCT TO EXISTING DESIGN
185TH - BANY TO FARMINGTON	BUILD TO 3 LANE ULTIMATE SECTION	657	RECONSTRUCT TO EXISTING DESIGN
185TH - BANY TO GASSNER	RECONSTRUCT TO 3 LANE ULTIMATE SECTION	938	REBUILD TO EXISTING DESIGN
197TH - ROCK RD TO BASELINE	BUILD TO 3 LANE ULTIMATE SECTION	804	RECONSTRUCT TO EXISTING DESIGN
198TH - ALEXANDER TO JOHNSON	BUILD TO 3 LANE ULTIMATE SECTION	295	RECONSTRUCT TO EXISTING DESIGN
198TH - FARMINGTON TO ROSA	BUILD TO 3 LANE ULTIMATE SECTION	683	RECONSTRUCT TO EXISTING DESIGN
198TH - JOHNSON TO ROCK RD	BUILD TO 3 LANE ULTIMATE SECTION	496	RECONSTRUCT TO EXISTING DESIGN
198TH - ROSA TO KINNAMAN	BUILD TO 3 LANE ULTIMATE SECTION	871	RECONSTRUCT TO EXISTING DESIGN
198TH - TV HWY TO ALEXANDER	BUILD TO 3 LANE ULTIMATE SECTION	147	RECONSTRUCT TO EXISTING DESIGN
205TH - BASELINE TO QUATAMA	BUILD TO 3 LANE ULTIMATE SECTION	616	RECONSTRUCT TO EXISTING DESIGN
206TH - QUATAMA TO CORNELL	BUILD TO 3 LANE ULTIMATE SECTION	938	RECONSTRUCT TO EXISTING DESIGN
209TH - ALEXANDER TO JOHNSON	BUILD TO 3 LANE ULTIMATE SECTION	214	RECONSTRUCT TO EXISTING DESIGN
209TH - TV HWY TO ALEXANDER	BUILD TO 3 LANE ULTIMATE SECTION	308	RECONSTRUCT TO EXISTING DESIGN
229TH - JOHNSON TO JOHNSON	RECONSTRUCT TO ULTIMATE 3 LANE SECTION	185	RECONSTRUCT TO EXISTING DESIGN
229TH/231ST - BASELINE TO CORNELL	REBUILT TO 3 LANE ULTIMATE SECTION	1313	RECONSTRUCT TO EXISTING DESIGN
239TH - FRANCES TO GOLDEN	BUILD TO 3 LANE ULTIMATE SECTION	67	RECONSTRUCT TO EXISTING DESIGN
268TH - AIRPORT TO EVERGREEN	BUILD TO 3 LANE ULTIMATE SECTION	643	RECONSTRUCT TO EXISTING DESIGN
AIRPORT - GRAVEL TO 268TH	BUILD TO 3 LANE ULTIMATE SECTION	1219	RECONSTRUCT TO EXISTING DESIGN
ALEXANDER - 170TH TO 209TH	BUILD TO 3 LANE ULTIMATE SECTION	2023	RECONSTRUCT TO EXISTING DESIGN
BAKFR - MURDOCK TO COUNTY LINF	BUILD TO 3 LANE ULTIMATE SECTION	250	RECONSTRUCT TO EXISTING DESIGN
BANEY - 170TH TO 179TH	BUILD TO 3 LANE ULTIMATE SECTION	509	RECONSTRUCT TO EXISTING DESIGN
BANEY - 179TH TO 185TH	BUILD TO 3 LANE ULTIMATE SECTION	348	RECONSTRUCT TO EXISTING DESIGN
BEEF BEND - 150TH TO BEEF BEND EXT.	BUILD TO 3 LANE ULTIMATE SECTION	1085	RECONSTRUCT TO EXISTING DESIGN

TABLE 4  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
BEEF BEND - HWY 99 TO 150TH AV	BUILD TO 3 LANE ULTIMATE SECTION	2278	RECONSTRUCT TO EXISTING DESIGN
BEEF BEND/ELSMER - INTERSECTION	ADD LEFT TURN LANES ON 2 APPROACHES	80	NO EXISTING NEED
BIRCHWOOD - LAURELWOOD AV TO 87TH AV	BUILD TO 3 LANE ULTIMATE SECTION	322	RECONSTRUCT TO EXISTING DESIGN
BRIDGEPORT - BOONES FERRY TO 72ND	BUILD TO 3 LANE ULTIMATE SECTION	442	RECONSTRUCT TO EXISTING DESIGN
BRONSON - CORNELL TO 185TH AV	BUILD TO 3 LANE ULTIMATE SECTION	1849	RECONSTRUCT TO EXISTING DESIGN
BROOKWOOD - BASELINE TO BRIDGE	BUILD TO 3 LANE ULTIMATE SECTION	2291	RECONSTRUCT TO EXISTING DESIGN
BROOKWOOD - CORNELL TO BASELINE	CONSTRCT 2 LANE ROAD	3082	NO EXISTING NEED
BULL MOUNTAIN - 150TH TO HIGHWAY 99W	BUILD TO 3 LANE ULTIMATE SECTION	2144	RECONSTRUCT TO EXISTING DESIGN
BULL MOUNTAIN - BEEF BEND TO 150TH	BUILD TO 3 LANE ULTIMATE SECTION	1032	RECONSTRUCT TO EXISTING DESIGN
BUTNER - CEDAR HILLS TO MURRAY	BUILD TO 3 LANE ULTIMATE SECTION	1461	RECONSTRUCT TO EXISTING DESIGN
CIPOLE - HERMAN TO HWY 99W	RECONS RUCT TO 3 LANE ULTIMATE SECTION	750	RECONSTRUCT TO EXISTING DESIGN
CIPOLE - TUALATIN-SHERWOOD TO HERMAN	RECONS RUCT TO 3 LANE ULTIMATE SECTION	456	RECONSTRUCT TO EXISTING DESIGN
CLUTTER - GARDEN ACRES TO GRAHAMS FERRY	BUILD 0 ULTIMATE SECTION	281	RECONSTRUCT TO EXISTING DESIGN
CROENI - JACOBSON TO WAGON WAY	CONSTRCT TO 3 LANE ULTIMATE SECTION	308	REBUILD TO EXISTING DESIGN
DAVID HILL - THATCHER TO U68	BUILD 0 ULTIMATE SECTION	844	RECONSTRUCT TO EXISTING DESIGN
DAVIS - BEAVERTON CITY L. TO 160TH	BUILD TO 3 LANE ULTIMATE SECTION	858	RECONSTRUCT TO EXISTING DESIGN
DAY - BOONES FRY TO GRAHAMS FRY	BUILD TO 3 LANE ULTIMATE SECTION	576	RECONSTRUCT TO EXISTING DESIGN
EDY - HIGHWAY 99W-ELWERT	BUILD TO 3 LANE ULTIMATE SECTION	2064	RECONSTRUCT TO EXISTING DESIGN
FISCHER - 99W TO 131ST AV	BUILD TO 3 LANE ULTIMATE SECTION	750	RECONSTRUCT TO EXISTING DESIGN
FRANCES - 219TH TO 239TH AV	BUILD TO 3 LANE ULTIMATE SECTION	1260	RECONSTRUCT TO EXISTING DESIGN
GAARDE CONNECTION - 135TH TO 121ST	EXTENSION - 3 LANES WITH BIKE LANES	2126	NO EXISTING NEED
GARDEN HOME - MULTNOMAH TO COUNTY LINE	RECONS RUCT/INTERSECTION IMPROVEMENTS	350	NO EXISTING NEED
GASSNER - 185TH TO KEMMER	BUILD TO ULTIMATE SECTION	268	RECONSTRUCT TO EXISTING DESIGN
GASSNER - KEMMER TO MILLER HILL	BUILD TO ULTIMATE SECTION	295	RECONSTRUCT TO EXISTING DESIGN
GASSNER - MILLER HILL TO GRABHORN	BUILD TO ULTIMATE SECTION	509	RECONSTRUCT TO EXISTING DESIGN
GRAHAMS FERRY - CLACK CO L TO HELENIUS RD	BUILD TO 3 LANE ULTIMATE SECTION	1581	RECONSTRUCT TO EXISTING DESIGN
GRAHAMS FERRY/103RD - INTERSECTION	REALIGN AND CONSTRUCT NEW INTERSECTION	250	NO EXISTING NEED
GRAHAMS FERRY/IBACH - INTERSECTION	REALIGN AND CONSTRUCT NEW INTERSECTION	250	NO EXISTING NEED
JACKSON SCHOOL - HARFWOOD TO EVERGREEN	BUILD T TO 3 LANE ULTIMATE SECTION	402	RECONSTRUCT TO EXISTING DESIGN
JACOBSON - CROENI TO HELVETIA	BUILD T TO 3 LANE ULTIMATE SECTION	1059	RECONSTRUCT TO EXISTING DESIGN
JACOBSON - CROENI TO WEST UNION	BUILD T TO 3 LANE ULTIMATE STANDARD	1005	NO EXISTING NEED
JOHNSON - 170TH TO 172ND AV	BUILD T TO 3 LANE ULTIMATE SECTION	241	RECONSTRUCT TO EXISTING DESIGN
JOHNSON - 172ND TO 174TH	CONSTRCT 3 LANE ROAD	938	NO EXISTING NEED
JOHNSON - 174TH TO 185TH AV	BUILD T TO 3 LANE ULTIMATE SECTION	375	RECONSTRUCT TO EXISTING DESIGN
JOHNSON - 185TH TO 192ND AV	BUILD T TO 3 LANE ULTIMATE SECTION	415	RECONSTRUCT TO EXISTING DESIGN
JOHNSON - 192ND TO 198TH AV	BUILD T TO 3 LANE ULTIMATE SECTION	308	RECONSTRUCT TO EXISTING DESIGN
JOHNSON - 198TH TO 209TH	BUILD T TO 3 LANE ULTIMATE SECTION	549	RECONSTRUCT TO EXISTING DESIGN
JOHNSON - 209TH TO 219TH	BUILD T TO 3 LANE ULTIMATE SECTION	549	RECONSTRUCT TO EXISTING DESIGN
JOHNSON - 219TH TO 229TH	RECONSTRUCT TO 3 LANE ULTIMATE SECTION	750	NO EXISTING NEED
KAI SER - LATOLAW TO SPRINGVILLE RD	BUILD T TO 3 LANE ULTIMATE SECTION/REALIGN	764	RECONSTRUCT TO EXISTING DESIGN
KAI SER - WEST UNION RD TO LATOLAW	BUILD T TO 3 LANE ULTIMATE SECTION/REALIGN TO 143RD	898	RECONSTRUCT TO EXISTING DESIGN
KAI SER - WEST UNION/143RD TO 158TH	REALIGN ROADWAY	2680	NO EXISTING NEED
KEMMER - REUSSER TO GA SNER	BUILD T TO 3 LANE ULTIMATE SECTION	1300	RECONSTRUCT TO EXISTING DESIGN
KINNAMAN - 185TH TO 198TH AV	BUILD T TO 3 LANE ULTIMATE SECTION	884	RECONSTRUCT TO EXISTING DESIGN

TABLE 4  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
KINNAMAN - 198TH TO 209TH AV	BUILD TO 3 LANE ULTIMATE SECTION	549	RECONSTRUCT TO EXISTING DESIGN
KINNAMAN - FARMINGTON TO 185TH AV	BUILD TO 3 LANE ULTIMATE SECTION	724	RECONSTRUCT TO EXISTING DESIGN
LAIDLAW - 158TH TO 169TH	CONSTRUCT 3 LANE ROAD	2077	NO EXISTING NEED
LAIDLAW - KAISER TO 158TH	CONSTRUCT 3 LANE ROAD	1447	NO EXISTING NEED
LAIDLAW - MULT CO L TO SALTZMAN RD	BUILD TO 3 LANE ULTIMATE SECTION	147	RECONSTRUCT TO EXISTING DESIGN
LAIDLAW - SALTZMAN TO KAISER	BUILD TO 3 LANE ULTIMATE SECTION	1045	RECONSTRUCT TO EXISTING DESIGN
LAURELWOOD (82ND) - BH HWY TO BIRCHWOOD	BUILD TO 3 LANE ULTIMATE SECTION	456	RECONSTRUCT TO EXISTING DESIGN
LAURELWOOD (82ND) - SCHOLLS FRY RD TO BH HWY	BUILD TO 3 LANE ULTIMATE SECTION	456	RECONSTRUCT TO EXISTING DESIGN
LEAHY - 84TH TO BARNES	BUILD TO 3 LANE ULTIMATE SECTION	228	RECONSTRUCT TO EXISTING DESIGN
LEAHY - 107TH TO 90TH	BUILD TO 3 LANE ULTIMATE SECTION	2600	RECONSTRUCT TO EXISTING DESIGN
LEAHY - 90TH TO 84TH	BUILD TO 3 LANE ULTIMATE SECTION	228	RECONSTRUCT TO EXISTING DESIGN
LOCUST - HALL TO 80TH	BUILD TO 3 LANE ULTIMATE SECTION	362	RECONSTRUCT TO EXISTING DESIGN
MCDANIEL - MULT CO L - 119TH	BUILD TO 3 LANE ULTIMATE SECTION	858	RECONSTRUCT TO EXISTING DESIGN
MILLER - BARNES RD TO MULT CO L	BUILD TO 3 LANE ULTIMATE SECTION	295	RECONSTRUCT TO EXISTING DESIGN
MILLER HILL - GASSNER TO FARMINGTON	BUILD TO ULTIMATE SECTION	844	RECONSTRUCT TO EXISTING DESIGN
MURDOCK - BAKER TO SHERWOOD C.L.	BUILD TO ULTIMATE 3 LANE SECTION	375	RECONSTRUCT TO EXISTING DESIGN
MURDOCK - OREGON TO CITY LIMITS	BUILD TO ULTIMATE 3 LANE SECTION	556	RECONSTRUCT TO EXISTING DESIGN
NORA - DE TO 155TH	BUILD TO 3 LANE ULTIMATE SECTION	402	RECONSTRUCT TO EXISTING DESIGN
NORA - KEMMER TO EXISTING	BUILD 3 LANE ROAD	697	NO EXISTING NEED
NORTH - GLENCOE TO GORDON	BUILD TO ULTIMATE SECTION	1032	RECONSTRUCT TO EXISTING DESIGN
OAK - 170TH TO 160TH	BUILD TO 3 LANE ULTIMATE SECTION	549	RECONSTRUCT TO EXISTING DESIGN
OAK - 71ST TO 80TH AV	BUILD TO 3 LANE ULTIMATE SECTION	415	RECONSTRUCT TO EXISTING DESIGN
OAK - 80TH AV TO HALL BV	BUILD TO 3 LANE ULTIMATE SECTION	348	RECONSTRUCT TO EXISTING DESIGN
OREGON (TUALATIN-SHERWOOD) - TUALTN-SHER. (EDY) TO MURDOCK	BUILD TO 3 LANE ULTIMATE SECTION	871	RECONSTRUCT TO EXISTING DESIGN
PARK WAY - HWY 217 TO CEDAR HILLS	BUILD TO 3 LANE ULTIMATE SECTION	898	RECONSTRUCT TO EXISTING DESIGN
PINE - 71ST TO 69TH	BUILD TO 3 LANE ULTIMATE SECTION	107	RECONSTRUCT TO EXISTING DESIGN
QUATAMA - 206TH TO 216TH	BUILD TO 3 LANE ULTIMATE SECTION	549	RECONSTRUCT TO EXISTING DESIGN
REUSSER - SCHOLLS TO WEIR	BUILD TO 3 LANE ULTIMATE SECTION	1943	RECONSTRUCT TO EXISTING DESIGN
REUSSER - WEIR TO RIGERT RD	BUILD TO 3 LANE ULTIMATE SECTION	817	RECONSTRUCT TO EXISTING DESIGN
RIGERT - 170TH TO REUSSER	BUILD TO 3 LANE ULTIMATE SECTION	228	RECONSTRUCT TO EXISTING DESIGN
ROCK - 197TH TO 198TH AV	BUILD TO 3 LANE ULTIMATE SECTION	67	RECONSTRUCT TO EXISTING DESIGN
ROCK - 198TH TO 206TH AV	BUILD TO 3 LANE ULTIMATE SECTION	415	RECONSTRUCT TO EXISTING DESIGN
ROCK - 206TH AV TO 219TH	BUILD TO 3 LANE ULTIMATE SECTION	670	RECONSTRUCT TO EXISTING DESIGN
ROSA - 185TH TO 192ND AV	BUILD TO 3 LANE ULTIMATE SECTION	415	RECONSTRUCT TO EXISTING DESIGN
ROSA - 192ND TO 198TH AV	BUILD TO 3 LANE ULTIMATE SECTION	348	RECONSTRUCT TO EXISTING DESIGN
ROSA - 198TH TO 209TH AV	BUILD TO 3 LANE ULTIMATE SECTION	710	RECONSTRUCT TO EXISTING DESIGN
ROSA - FARMINGTON TO 185TH	BUILD TO ULTIMATE 3 LANE SECTION	415	RECONSTRUCT TO EXISTING DESIGN
TAYLORS FERRY - MULTNOMAH CO L TO 80TH AV	BUILD TO 3 LANE ULTIMATE SECTION	791	RECONSTRUCT TO EXISTING DESIGN
TAYLORS FERRY - 80TH TO OLESON	CONSTRUCT NEW 3 LANE SECTION	1568	NO EXISTING NEED
THATCHER - DAVID HILL TO PURDIN	BUILD TO ULTIMATE SECTION	576	RECONSTRUCT TO EXISTING DESIGN
THATCHER - GALES CREEK TO DAVID HILL	BUILD TO ULTIMATE SECTION	777	RECONSTRUCT TO EXISTING DESIGN
WAGON WAY - CORNELIUS PASS TO JACOBSON	BUILD TO ULTIMATE SECTION	831	BUILD NEW ROAD
WALKER - HWY 217 TO CANYON	RECONSTRUCT TO 3 LANE ULTIMATE SECTION	670	RECONSTRUCT TO EXISTING DESIGN
WALNUT - 121ST TO 135TH AV	BUILD TO 3 LANE ULTIMATE SECTION	898	RECONSTRUCT TO EXISTING DESIGN

TABLE 4  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
WALNUT - TIEDEMAN TO 121ST AV	BUILD TO 3 LANE ULTIMATE SECTION	94	RECONSTRUCT TO EXISTING DESIGN
WALNUT/TIEDEMAN - INTERSECTION	SIGNALIZE INTERSECTION	134	NO EXISTING NEED
WEIR - BEAVERTON C.L. TO REUSER	BUILD TO 3 LANE ULTIMATE SECTION	536	RECONSTRUCT TO EXISTING DESIGN
WEIR EXTENSION - REUSER TO WEIR	BUILD NEW CONNECTION	549	NO EXISTING NEED
** Subtotal **		103760	
** JURISDICTION STATE			
20TH - ADAIR TO BASELINE	RECONSTRUCT/INTERSECTION IMPROVEMENTS	100	NO EXISTING NEED
** Subtotal **		100	
** JURISDICTION BEAVERTON			
110TH - CANYON TO B-H HNY	REalign and RECONSTRUCT TO 5 LANES	870	NO EXISTING NEED
155TH - DAVIS TO HART	RECONSTRUCT TO 3 LANES	469	RECONSTRUCT TO EXISTING DESIGN
155TH - HART TO SEXTON MTN.	RECONSTRUCT TO 3 LANES, ADD 2 SIGNALS	903	RECONSTRUCT TO EXISTING DESIGN
155TH - SEXTON MTN. TO BEARD	RECONSTRUCT TO 3 LANES, INT. IMPROVE.	591	RECONSTRUCT TO EXISTING DESIGN
DAVIES EXTENSION - OLD SCHOLLS FERRY TO SCHOLLS FERRY	CONSTRUCT NEW STREET CONNECTION	450	NO EXISTING NEED
DAVIS - MURRAY TO BEAVERTON C.L.	RECONSTRUCT TO 3 LANES	1809	NO EXISTING NEED
HART - 155TH TO BANEY	BUILD TO 3 LANE ULTIMATE SECTION	1219	RECONSTRUCT TO EXISTING DESIGN
HART - MURRAY TO 155TH	BUILD TO 3 LANE ULTIMATE SECTION	1340	RECONSTRUCT TO EXISTING DESIGN
JAMIESON - CYPRESS TO SCHOLLS FERRY	WIDEN AND ADD BIKE LANES	100	NO EXISTING NEED
MURRAY CONNECTION - OLD SCHOLLS FERRY TO SCHOLLS	EXTENSION - 3 LANES WITH BIKE LANES	1050	NO EXISTING NEED
NIMBUS - CIRRUS TO DENNEY	BUILD NEW 3 LANE STREET	1341	NO EXISTING NEED
SEXTON MTN. - MURRAY TO 155TH	RECONSTRUCT TO 3 LANE SECTION	791	NO EXISTING NEED
** Subtotal **		10933	
** JURISDICTION CORNELIUS			
4TH - ADAIR TO N. CITY LIMITS	RECONSTRUCT TO 3 LANES	555	RECONSTRUCT TO EXISTING DESIGN
10TH - ADAIR TO CORN-SCHEF	RECONSTRUCT TO 3 LANES	422	RECONSTRUCT TO EXISTING DESIGN
19TH - BASELINE TO SUSBAUER	RECONSTRUCT TO 3 LANES	583	RECONSTRUCT TO EXISTING DESIGN
26TH - WEBB TO T.V. HIGHWAY	RECONSTRUCT TO 3 LANES	603	RECONSTRUCT TO EXISTING DESIGN
29TH - T.V. HIGHWAY TO HOBBS/UGB	RECONSTRUCT TO 2 LANES	858	NO EXISTING NEED
DAVIS - 10TH TO 19TH	RECONSTRUCT TO 2 LANES	858	NO EXISTING NEED
DOGWOOD - 4TH TO 14TH	RECONSTRUCT TO 2 LANES	938	NO EXISTING EXISTING
HEATHER - DE (W) TO 10TH	RECONSTRUCT TO 2 LANES	858	NO EXISTING NEED
HOLLADAY - 4TH TO 10TH	RECONSTRUCT TO 3 LANES	295	RECONSTRUCT TO EXISTING DESIGN
** Subtotal **		5971	
** JURISDICTION FOREST GROVE			
23RD - GALES WAY TO MAIN	RECONSTRUCT TO STANDARD	308	NO EXISTING NEED
23RD/24TH - HAWTHORNE TO QUINCE	BUILD NEW 3 LANE ROAD	2667	NO EXISTING NEED
26TH - HAWTHORNE TO SUNSET (47)	RECONSTRUCT TO ULTIMATE 3 LANE SECTION	552	NO EXISTING NEED

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PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
B - BYPASS TO CITY LIMITS	BUILD EXTENSION	1219	NO EXISTING NEED
B - PACIFIC TO BYPASS	BUILD TO ULTIMATE 3 LANE SECTION	1072	RECONSTRUCT TO EXISTING DESIGN
DAVID HILL - THATCHER TO MAIN	BUILD EXTENSION	3296	NO EXISTING NEED
F - GOFF TO PACIFIC	BUILD TO ULTIMATE 3 LANE SECTION	261	RECONSTRUCT TO EXISTING DESIGN
FOREST GALE - DAVID HILL TO END OF EXISTING	BUILD NEW 2 LANE ROAD	951	NO EXISTING NEED
GALES WAY - GALES CREEK TO 23RD	BUILD TO ULTIMATE 3 LANE SECTION	302	RECONSTRUCT TO EXISTING DESIGN
GOFF - E TO WILLAMINA	BUILD NEW ROAD	1500	NO EXISTING NEED
GOFF - GALES CREEK (W) TO WILLAMINA	BUILD NEW ROAD	1500	NO EXISTING NEED
HANTHORNE - 23RD TO 26TH	BUILD TO ULTIMATE 3 LANE SECTION	312	RECONSTRUCT TO EXISTING DESIGN
HANTHORNE - 26TH TO BYPASS	BUILD TO ULTIMATE 3 LANE SECTION	281	RECONSTRUCT TO EXISTING DESIGN
HEATHER - MOUNTAIN VIEW TO 4TH	BUILD NEW ROAD	1219	NO EXISTING NEED
MAIN - WILLAMINA TO CITY LIMITS	BUILD EXTENSION	1394	NO EXISTING NEED
NICHOLS LANE - THATCHER TO DE	REBUILD TO ULTIMATE SECTION	630	NO EXISTING NEED
OAK - PACIFIC TO BYPASS	BUILD TO ULTIMATE 3 LANE SECTION	382	RECONSTRUCT TO EXISTING DESIGN
WATERCREST - THATCHER TO KNOTT	RECONSTRUCT TO CURRENT DESIGN	959	NO EXISTING NEED
WILLAMINA - MAIN TO HANTHORNE	RECONSTRUCT TO STANDARD	800	NO EXISTING NEED
** Subtotal **		19597	
** JURISDICTION HILLSBORO			
5TH - GRANT TO OAK	RECONSTRUCT TO 3 LANE ULTIMATE SECTION	405	NO EXISTING NEED
15TH - SUNRISE TO EVERGREEN	BUILD TO ULTIMATE 3 LANE SECTION	938	RECONSTRUCT TO EXISTING DESIGN
17TH - BARBERRY TO SUNRISE	BUILD TO ULTIMATE 3 LANE SECTION	409	RECONSTRUCT TO EXISTING DESIGN
18TH - MAPLE TO OAK	BUILD TO ULTIMATE 3 LANE SECTION	275	RECONSTRUCT TO EXISTING DESIGN
21ST - CYPRESS TO MAPLE	BUILD TO ULTIMATE 3 LANE SECTION	1387	RECONSTRUCT TO EXISTING DESIGN
24TH - MAPLE TO BASELINE	BUILD TO ULTIMATE 3 LANE SECTION	422	RECONSTRUCT TO EXISTING DESIGN
28TH - BASELINE TO GRANT	BUILD TO ULTIMATE 3 LANE SECTION	683	RECONSTRUCT TO EXISTING DESIGN
32ND - BASELINE TO CYPRESS	BUILD TO ULTIMATE 3 LANE SECTION	724	RECONSTRUCT TO EXISTING DESIGN
37TH - BASELINE TO BROGDEN	BUILD TO ULTIMATE 3 LANE SECTION	302	RECONSTRUCT TO EXISTING DESIGN
239TH - FRANCES TO LOIS	RECONSTRUCT TO 3 LANE ULTIMATE SECTION	380	NO EXISTING NEED
239TH - TV HWY TO GOLDEN	RECONSTRUCT TO 3 LANE ULTIMATE SECTION	870	NO EXISTING NEED
AIRPORT - SHUTE TO GRAVEL	BUILD TO 3 LANE ULTIMATE SECTION	201	RECONSTRUCT TO EXISTING DESIGN
BENTLEY - 32ND TO BROOKWOOD	BUILD TO ULTIMATE 3 LANE SECTION	456	RECONSTRUCT TO EXISTING DESIGN
BROGDEN - 28TH TO 43RD	BUILD TO ULTIMATE 3 LANE SECTION	804	RECONSTRUCT TO EXISTING DESIGN
BROOKWOOD - BRIDGE TO T.V. HIGHWAY	BUILD TO ULTIMATE 3 LANE SECTION	1139	RECONSTRUCT TO EXISTING DESIGN
BUTLER - SHUTE TO CORNELL	BUILD TO ULTIMATE 3 LANE SECTION	2533	NO EXISTING NEED
CEDAR - 32ND TO BROOKWOOD	CONSTRUCT 3 LANE ROAD	516	RECONSTRUCT TO EXISTING DESIGN
CONNELL - GARIBALDI TO HILLSBORO C. L.	BUILD TO ULTIMATE 3 LANE SECTION	1300	RECONSTRUCT TO EXISTING DESIGN
DENNIS - WALNUT TO MAIN	BUILD TO ULTIMATE 3 LANE SECTION	362	RECONSTRUCT TO EXISTING DESIGN
GARIBALDI - 10TH TO 1ST	RECONSTRUCT TO 3 LANE ULTIMATE SECTION	800	NO EXISTING NEED
GOLDEN - 239TH TO BROOKWOOD	BUILD TO 3 LANE ULTIMATE SECTION	302	RECONSTRUCT TO EXISTING DESIGN
GRANT - 5TH TO DELSEY	BUILD TO ULTIMATE 3 LANE SECTION	402	RECONSTRUCT TO EXISTING DESIGN
JACKSON - 317TH TO DENNIS	BUILD TO ULTIMATE 3 LANE SECTION	663	RECONSTRUCT TO EXISTING DESIGN
JACKSON SCHOOL - 5TH TO HAREWOOD	BUILD TO ULTIMATE 3 LANE SECTION	764	RECONSTRUCT TO EXISTING DESIGN
JOHNSON - 229TH TO 239TH	RECONSTRUCT TO 3 LANE SECTION	750	RECONSTRUCT TO EXISTING DESIGN

TABLE 4  
COUNTYWIDE TRAFFIC IMPACT FEE  
ELIGIBLE COLLECTOR PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
MAIN / EXTENSION - 1ST TO BASELINE (W)	BUILD TO ULTIMATE 3 LANE SECTION	965	RECONSTRUCT TO EXISTING DESIGN
MAPLE - 13TH TO 24TH	BUILD TO ULTIMATE 3 LANE SECTION	764	RECONSTRUCT TO EXISTING DESIGN
MINTER BRIDGE - MEADOWLARK TO S. CITY LIMITS	BUILD TO ULTIMATE 3 LANE SECTION	382	RECONSTRUCT TO EXISTING DESIGN
ROOD BRIDGE - RIVER TO S. CITY LIMITS	BUILD TO ULTIMATE 3 LANE SECTION	342	RECONSTRUCT TO EXISTING DESIGN
SUNRISE - JACKSON SCHOOL TO 25TH	BUILD TO ULTIMATE 3 LANE SECTION	911	RECONSTRUCT TO EXISTING DESIGN
WITCH HAZEL - T.V. HIGHWAY TO RIVER	BUILD TO ULTIMATE 3 LANE SECTION	871	RECONSTRUCT TO EXISTING DESIGN
** Subtotal **		22022	
** JURISDICTION KING CITY			
116TH/BEEF BEND - INTERSECTION	ADD LEFT TURN LANE	70	NO EXISTING NEED
116TH/HWY 99W - INTERSECTION	LEFT TURN LANE	70	NO EXISTING NEED
** Subtotal **		140	
** JURISDICTION SHERWOOD			
12TH ST EXTENSION - N. SHERWOOD TO EDY	CONSTRUC NEW STREET	1450	NO EXISTING NEED
HIGHLAND EXTENSION - OREGON TO 12TH EXT.	CONSTRUC NEW STREET	610	NO EXISTING NEED
METNECKE - HIGHWAY 99W TO LEE	BUILD 3 LANE ULTIMATE SECTION	1997	NO EXISTING NEED
OREGON - MURDOCK TO HALL	BUILD TO ULTIMATE 3 LANE SECTION	201	RECONSTRUCT TO EXISTING DESIGN
OREGON - PINE TO RR	RECONSTRUCT TO 3 LANE ULTIMATE SECTION	250	RECONSTRUCT TO EXISTING DESIGN
OREGON - RR TO HALL	BUILD TO ULTIMATE 3 LANE SECTION	281	RECONSTRUCT TO EXISTING DESIGN
SOUTH SHERWOOD - RAILROAD ST TO SUNSET	BUILD TO ULTIMATE 3 LANE SECTION	570	RECONSTRUCT TO EXISTING DESIGN
** Subtotal **		5359	
** JURISDICTION TIGARD			
69TH - 99W TO PINE	BUILD TO 3 LANE ULTIMATE SECTION	214	RECONSTRUCT TO EXISTING DESIGN
71ST - OAK TO PINE	BUILD TO 3 LANE ULTIMATE SECTION	107	RECONSTRUCT TO EXISTING DESIGN
97TH - MURDOCK TO MCDONALD	BUILD TO ULTIMATE 3 LANE SECTION	395	RECONSTRUCT TO EXISTING DESIGN
98TH - MURDOCK TO DURHAM	BUILD TO ULTIMATE 3 LANE SECTION	636	RECONSTRUCT TO EXISTING DESIGN
121ST - SCHOLLS FERRY TO WALNUT	BUILD TO ULTIMATE 3 LANE SECTION	1139	RECONSTRUCT TO EXISTING DESIGN
130TH - SCHOLLS FERRY TO SUMMER CREEK	BUILD NEW ROAD AND BRIDGE	1000	NO EXISTING NEED
BONITA - HALL TO 72ND	BUILD TO ULTIMATE 3 LANE SECTION	1099	RECONSTRUCT TO EXISTING DESIGN
BURNHAM - MAIN TO HALL	BUILD TO ULTIMATE 3 LANE SECTION	402	RECONSTRUCT TO EXISTING DESIGN
CASCADE - SCHOLLS TO GREENBURG	BUILD TO ULTIMATE 3 LANE SECTION	697	RECONSTRUCT TO EXISTING DESIGN
DARTMOUTH - I-5 TO HIGHWAY 99W	BUILD TO ULTIMATE 3 LANE SECTION	670	CONSTRUCT NEW ROAD
GAARDE - 121ST TO HIGHWAY 99W	RECONSTRUCT TO 3 LANES W/ BIKE LANES	2126	RECONSTRUCT TO EXISTING DESIGN
GREENBURG - HIGHWAY 217 (TIEDEMAN?) TO HIGHWAY 99W	BUILD TO ULTIMATE 3 LANE SECTION	1072	RECONSTRUCT TO EXISTING DESIGN
LOCUST - HALL BV - GREENBURG RD	BUILD TO 3 LANE ULTIMATE SECTION	724	RECONSTRUCT TO EXISTING DESIGN
MCDONALD - HIGHWAY 99W TO HALL	BUILD TO 3 LANE ULTIMATE SECTION	1166	RECONSTRUCT TO EXISTING DESIGN
NORTH DAKOTA/121ST - INTERSECTION	SIGNALIZE	134	NO EXISTING NEED
PFAFFE - HALL TO HIGHWAY 99W	RECONSTRUCT INTERSECTIONS W/ TURN LANES	563	RECONSTRUCT TO EXISTING DESIGN
TIEDEMAN - GREENBURG TO WALNUT	BUILD TO ULTIMATE 3 LANE SECTION	643	RECONSTRUCT TO EXISTING DESIGN
WALNUT - TIEDEMAN TO HWY 99W	RECONSTRUCT TO 3 LANE ULTIMATE	100	RECONSTRUCT TO EXISTING DESIGN

TABLE 4  
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ELIGIBLE COLLECTOR PROJECTS

PROJECT DESCRIPTION	FUTURE IMPROVEMENT NEED	FUTURE PROJECT COST IN 1990 \$ (IN THOUSANDS)	EXISTING IMPROVEMENT NEED
WALNUT CONNECTION - SCHOLLS FERRY TO 135TH	EXTENSION - 3 LANES WITH BIKE LANES	1050	NO EXISTING NEED
** Subtotal **		13937	
** JURISDICTION TUALATIN			
90TH - TUALATIN-SHERWOOD TO TUALATIN	CONSTRUCT NEW 3 LANE ROAD	725	NO EXISTING NEED
50TH/NYBERG - CONNECTION	CONSTRUCT NEW 2 LANE ROAD WITH BIKE LANES	1500	NO EXISTING NEED
84TH - NYBERG TO BOONES FERRY	IMPROVEMENTS	200	NO EXISTING NEED
80LAND/WILKIE - INTERSECTION	REALIGN INTERSECTION	500	NO EXISTING NEED
HERMAN/TUALATIN - INTERSECTION	REALIGN	200	NO EXISTING NEED
LOOP ROAD - MARTINAZZI TO BOONES FERRY	IMPROVEMENTS	523	NO EXISTING NEED
MARTINAZZI - BOONES FERRY TO SAGERT	ADD S/B LANE	750	NO EXISTING NEED
NYBERG - CITY LIMIT TO 50TH CONNECTION	RECONSTRUCT TO 2 LANE ROAD WITH BIKE LANES	300	NO EXISTING NEED
NYBERG - MARTINAZZI TO BOONES FERRY	IMPROVEMENTS	670	NO EXISTING NEED
SAGERT/65TH - INTERSECTION	INTERSECTION IMPROVEMENTS	200	NO EXISTING NEED
SAGERT/MARTINAZZI - INTERSECTION	IMPROVEMENTS/SIGNAL	201	NO EXISTING NEED
SENECA - MARTINAZZI TO BOONES FERRY	IMPROVEMENTS	402	NO EXISTING NEED
TUALATIN - BOONES FRY TO CHINOOK ST	BUILD TO 3 LANE ULTIMATE SECTION	214	RECONSTRUCT TO EXISTING DESIGN
TUALATIN - CHINOOK ST TO HERMAN	BUILD TO 3 LANE ULTIMATE SECTION	549	RECONSTRUCT TO EXISTING DESIGN
TUALATIN - HERMAN TO JURGENS	BUILD TO 3 LANE ULTIMATE SECTION	564	RECONSTRUCT TO EXISTING DESIGN
** Subtotal **		7498	
*** Total ***		189257	