WASHINGTON COUNTY

PUBLIC FACILITY PLAN

Washington County
Department of Land Use
and Transportation
Planning Division

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* *Copies of these documents may be reviewed at the Washington County Department of Land Use and Transportation, Planning Division*

WASHINGTON COUNTY PUBLIC FACILITY PLAN

PREFACE

Elements of this Public Facilities Plan were previously adopted by Ordinance No. 382 in October, 1990. These elements are:

(1) Lists of public facility project descriptions:

a. Columns (2) and (3) of Table III.A
b. Column (2) of Tables III.B, III.C and III.D
c. Columns (1) and (3) of Table III.E
d. Columns (1), (3) and (9) of Table III.F
e. Columns (1) and (11) of Table III.G
f. Columns (1) and (2) of Table III.H

(2) Maps and written descriptions of project locations:

a. Column (1) of Tables III.E, III.F and III.G
b. Figures II.I and II.2

(3) All of Chapter V – Public Facilities Coordination Strategies

The remainder of this Public Facility Plan is adopted by Resolution and Order No. 91-026 on 2/19/91.

1-29-91

CHAPTER I

INTRODUCTION

The need to prepare a Public Facilities Plan (PFP) is founded in ORS 197.712, adopted by the Oregon legislature in 1983. This statute requires cities and counties to develop and adopt public facility plans for areas within urban growth boundaries containing populations exceeding 2,500 persons. To guide local jurisdictions in implementing this statute and to further clarify the purpose of public facility planning, the Oregon Land Conservation and Development Commission, in October, 1984, adopted OAR Chapter 660 Division 11, "Public Facilities," which states, in part:

"The purpose of the Public Facilities Plan is to help assure that urban development is guided and supported by types and levels of urban facilities and services appropriate for the needs and requirements of the urban areas to be serviced, and that those facilities and services are provided in a timely, orderly and efficient arrangement, as required by Goal 11."

As this rule indicates, the primary intent of the PFP is to support implementation of Planning Goal 11, Public Facilities Planning, particularly Guidelines B(1) and (6), which reads"

B. Implementation:

(1) Capital improvement programming and budgeting should be utilized to achieve desired types and levels of public facilities and services in urban, urbanizable, and rural areas.
(6) Plans should provide for a detailed management program to assign respective implementation roles and responsibilities to those governmental bodies operating in the planning area and having interests in carrying out the goal.

The PFP also supports implementation of Planning Goal 2, Land Use Planning, particularly Guideline F(1), which reads as follows:

F(1) Management Implementation Measures:

(b) Plans for public facilities that are more specific than those included in the comprehensive plan. They show the size, location and capacity serving each property but are not as detailed as construction drawings.
(c) Capital improvement budget which sets out the projects to be constructed during the budget period.

RESPONSIBILITY FOR PUBLIC FACILITIES PLAN PREPARATION

Responsibility for preparing PFP's is spelled out under the provisions of OAR 660-11-015(1), which states:

Responsibility for the preparation, adoption and amendment of the public facility plan shall be specified within the urban growth management agreement. If the urban growth management agreement does not make provision for this responsibility, the agreement shall be amended to do so prior to the preparation of the public facility plan. In the case where an unincorporated area exists within the Portland Metropolitan Urban Growth Boundary which is not contained within the boundary of an approved urban planning area agreement with the County, the County shall be the responsible agency for preparation of the facility plan for that unincorporated area. The urban growth management agreement

shall be submitted with the public facility plan as specified in OAR 660-11-040. (emphasis added)

In 1988, as part of the comprehensive planning process, Washington County amended the Urban Planning Area Agreements (UPAAs) it maintains with the County's cities to delegate, in specific and unequivcal terms, public facility planning responsibilities (Appendix A). The amended UPAAs maintained between the County and the cities of Forest Grove, Cornelius, Hillsboro, Tigard, Tualatin, and Sherwood, make these cities completely responsible for developing PFPs for those territories formally incorporated within their own respective municipal areas adjacent to the boundaries of each city. As amended, the UPAAs maintained between the County and the cities of Beaverton, Durham, and King City make each if these cities responsible for public facility planning only for those territories formally incorporated within the respective municipal boundaries of each.

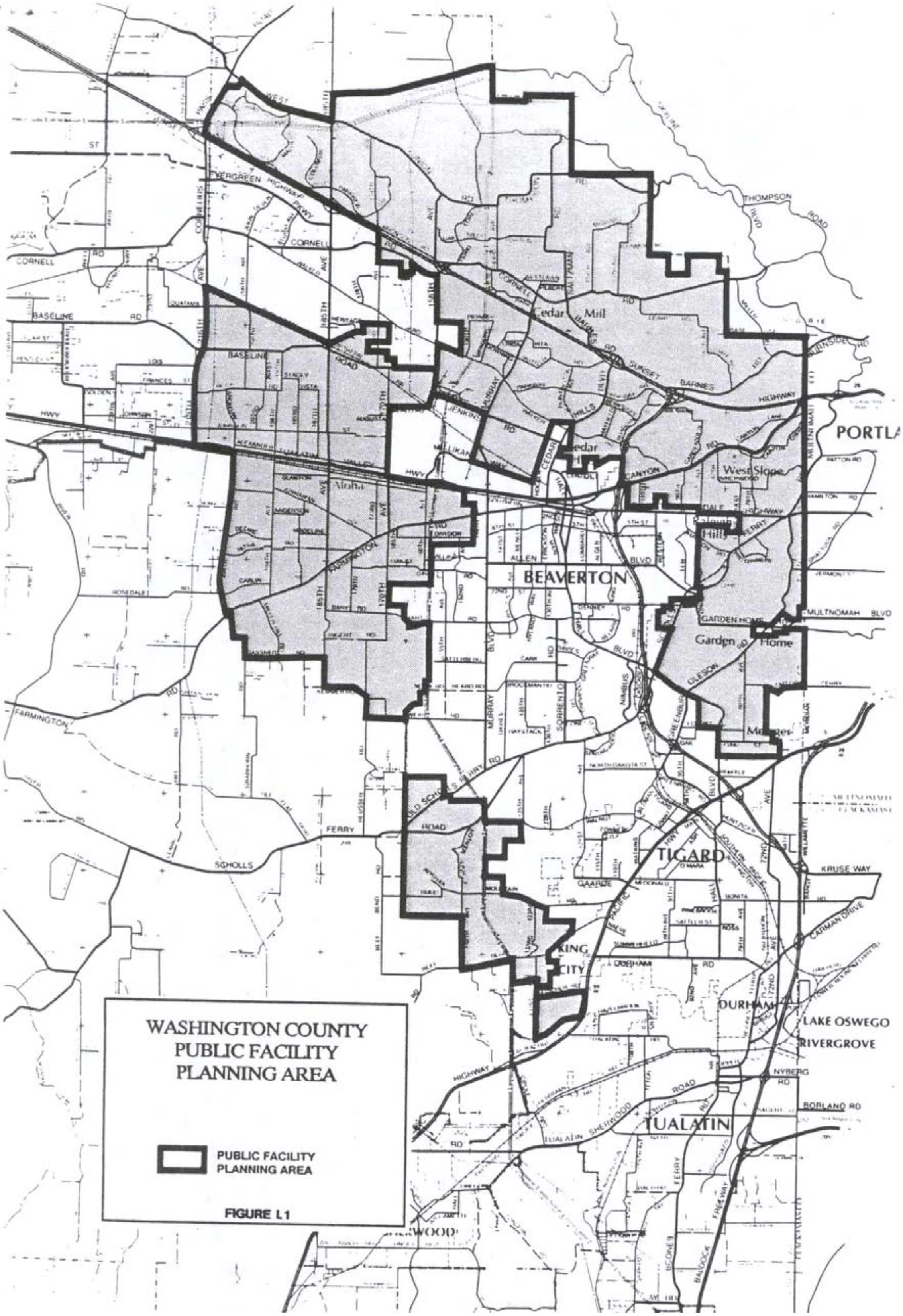
In sum, the County maintains responsibility for public facility planning throughout those areas of urban, unincorporated Washington County that are not either formally incorporated within the city limits of a municipality or covered in the UPAAs maintained with Forest Grove, Cornelius, Hillsboro, Tigard, Tualatin, and Sherwood. The areas for which the County retains public facility planning responsibility are depicted in Figure I.1. For the purposes of this document, this area will be referred to as the County Public Facility Planning Area (PFPA).

ORGANIZATION OF THE PUBLIC FACILITY PLAN

According to the provisions of OAR 660-11-005, the PFP must describe the water, sewer, storm drainage, and transportation facilities needed to support land use designations in the Washington County Comprehensive Plan. Pursuant to OAR 660-11-010, the PFP must contain the following items in describing these facilities:

1. An inventory and general assessment of the condition of existing water, sewer, storm drainage and transportation facilities in the urban area;
2. A list of significant public facility projects that will be needed to support the land uses designated in the comprehensive plan;
3. Rough cost estimates for each project;
4. A map or written description of each proposed project;
5. Policies or agreements identifying the provider of each public facility of service;
6. An estimate of when each project will be needed;
7. A discussion of possible funding sources for each project.

Based on these provisions, the balance of the PFP is organized into four chapters. Chapter II identifies the agencies and special districts that provide water, sewer, storm drainage, and transportation services in the Washington County PFPA and provides an inventory of the resources these agencies and districts employ in providing these services. Chapter III inventories the significant improvements and additions to local public facilities that will be necessary to accommodate projected future population growth in the County PFPA, and provides information on the location, size, timing, estimated cost, territories to be served by new or improved public facilities. Chapter IV examines methods of financing these public facility improvements and additions. Last, Chapter V provides strategies for coordinating public facilities planning among the various jurisdictions located within urban unincorporated Washington County.


WASHINGTON COUNTY
PUBLIC FACILITY
PLANNING AREA
PUBLIC FACILITY
PLANNING AREA
Cedar Mill
Aloha
BEAVERTON
West Slope
Garden Home
TIGARD
KING CITY
DURHAM
TUALATIN
PORTLA
LAKE OSWEGO
RIVERGROVE
THOMPSON ROAD
CORNELL
BASELINE
FARMINGTON
SCHOLLS
FERRY
KRUSE WAY
MULTNOMAH BLVD
CARMAN DRIVE
BORLAND RD
NYBERG RD
SUNSET
HIGHWAY
BARNES
CANYON
OLESON
185TH
170TH
FIGURE L1

CHAPTER II
INVENTORY OF EXISTING FACILITIES

The material presented in Chapter II provides an inventory and general assessment of the condition of existing water, sewer, storm drainage and transportation facilities in urban unincorporated Washington County.

WATER SERVICE

Five different water districts provide public water services within the Washington County PFPA. These are the Wolf Creek Highway Water District, Tigard Water District, Metzger Water District, West Slope Water District, and Raleigh Water District. Figure II.1 depicts the primary storage and transmission facilities each District operates.

As Figure II.1 illustrates, there are some small area of the PFPA that remain outside the current district boundaries. These areas do not receive any water service at the present time. This is not a problem, since these unserved areas are currently undeveloped. However, as these areas do develop, they will need to be provided with water service. Service can be provided either by annexing these areas to one of the water districts that currently serves the County PFPA or by annexing these areas to one of the County's municipalities.

Wolf Creek Highway Water District

With a 1980 population estimated at 70,000, the Wolf Creek Highway Water District is the largest of the five water districts serving the County PFPA. Included in the District's service territory is that portion of the COUNTY PFPA located between the cities of Hillsboro and Beaverton. The District draws its water supply from Portland's Bull Run system and currently maintains storage capacity totaling 27 million gallons (mg.) in eleven major reservoirs. Total storage capacity is almost three times the current 10.6 mg. average daily demand served by the District. The District's storage and transmission facilities are reported to be in good operational order with few significant problems or constraints.

Tigard Water District

The Tigard Water District is the second largest water district serving the County PFPA, with a population of approximately 30,000 living within its service area. The District draws most of its water supply from the Clackamas River, although during peak periods, water is also drawn from Portland's Bull Run system. The Tigard District currently maintains 20 mg. of storage capacity spread out among nine reservoirs. Average daily demand currently stands at 4.5 mg. Existing capacity is thus in excess of the three times average daily demand. The District's storage facilities are reported to be in good operating order. In recent years, the District has reconstructed deficient sections of its transmission system and all exisiting transmission pipelines are reported to be in good working order.

Metzger Water District

The Metzger Water District serves an area of northeastern Washington County containing a population of approximately 12,000 people. The District obtains its water supply through Portland'' Bull Run system, and currently maintains storage capacity of 8.7 mg. spread out in its transmission pipelines are reported to be in good working order with few significant constraints.

West Slope Water District

The West Slope Water District serves a portion of northeastern Washington County estimated to contain a population of 12,000. The District draws its water supply from Portland's Bull Run system and maintains a current storage capacity of 5.3 mg. in three reservoirs. The District's storage facilities and transmission pipelines are reported to be in good operating order.

Raleigh Water District

With a population estimated at only 5,000 living within its service boundaries in eastern Washington County, the Raleigh District is the smallest of the water districts providing service in the County PFPA. The District draws its water supply form the Bull Run system and currently maintains storage capacity of one mg. in two reservoirs. All of the District's storage and transmission pipelines are reported to be in good condition.

SANITARY SEWER

The "Unified Sewerage Agency Master Plan Update" prepared in June 1985 contains detailed information about wastewater collection systems tributary to USA's two treatment facilities in the PFPA (see Appendix B). A detailed description of USA's treatment facilities is contained in the "Wastewater Facilities Plan, Volume I" prepared in 1990 (see Appendix C).

The Unified Sewerage Agency (USA) is sole provider of sanitary sewer treatment within Washington County. USA divides its service area into four major sewerage management basins. Two of these basins serve the County PFPA. These are Rock Creek and the Durham basins. The boundaries of these basins are depicted in Figure II.2.

The Rock Creek drainage basin, approximately 34,400 acres. serves portions of the cities of Beaverton and Hillsboro and the heavily developed unincorporated areas between them. Small portions of Portland are also served by USA in this basin. The Rock Creek basin is divided into nine subbasins. Seven of these subbasins cover the PFPA. These are the Rock Creek, Bronson Creek, Willow Creek/Sunset, Cedar Mill, Cooper Mountain, Interceptor, and Reedville/Butternut basins. Major gravity interceptors in the Beaverton, Rock Creek, Bronson, Dawson, and Cedar Mill subbasins serve most of the area (See Figure II.2). Nine pump stations serve other, smaller basins in the service area.

The original Rock Creek Advanced Wastewater Treayment Plant was completed in 1977 and the facilitity became operational at that time. Susequently, several expansions took place: the solids building in 1985; the preliminary and primary treatment facilities in 1986; and the secondry treatment system in 1989. The plant currently provides secondary treatment for the populatoin and local industries in the Beaverton/Hillsboro area. Rock Creek has the capacity to treat 17 million gallons of nitrified effluent per day (MGD) durning the dry season, secondary treatment to 82 mgd, and primary treatment to 100 mgd.

The Durham drainage basin covers approximately 33,500 acres. It serves the unincorporated Bull Mountain, Metzger-Progress, and Raleigh Hills/Garden Home areas as well as the Cities of Durham, King City, Tualatin, Tigard, Sherwood, and portions of Beaverton. The Durham basin is divided into fifteen subbasins, seven of which serve the County PFPA. These are the Tektronix, Cedar Hills, Canyon Road, Fanno Creek, Metzger-Progress, Bull Mountain, and Wier subbasins. Major interceptors include the Fanno Creek Interceptor (24 to 66 inch diameter), Upper Tualatin Interceptor (24 to 66 inch diameter), and the Lower Tualatin Interceptor (15 to 30 inch diameter) (Figure II.2).

The Durham Advanced Wastewater Treatment Plant, located in Tigard, began operation in 1976. The Durham facility has a nominal treatment capacity of 20 mgd and a hydraulic limitation of slightly over 40 mgd. The hydraulic capacity is currently being increased. This project represents the first major expansion of the original plant and includes new preliminary and primary treatment facilities, treatment facilities for peak wet weather flows, odor control facilities, and operational improvements within the existing plant. In addition to this expansion, several other improvements have been implemented over the past five years: aeration system retrofit; dewatered sludge storage; ventilation and odor control improvements; filter media replacement; installation of a backup centrifuge, incinerator operational improvements; supplemental dissolved oxygen augmentation facilities, and energy reduction measures.

Existing facilties at both the Rock Creek and Durham plants are in good condition. However, both plants are now approaching capacity in meeting dry season sewerage loads. During wet season, when sewerage flows are increased by groundwater infiltration and inflow, plant capacities often prove insufficient. As a result, the plants often release either untreaeted or partially untreated sewerage into the Tualatin River, which now exceeds water quality standards established by the Oregon Department of Environmental Quality.

To bring water quality in the Tualatin River up to the DEQ standards, as well as to comply with a settlement reached in litigation with the Northwest Environmental Defense Council, USA developed the "Wastewater Facilites Plan" (Appendix C). The plan establishes a strategy for achieving both current and future wastewater management requirements and provides a schedule of improvements to be implemented in the interim (1990-93), short term (1993-97), and long term (1997-2010) periods. Implementation of the Plan should allow USA to reduce releases into thr Tualatin River and thus improve the River's quality, as well asa to handle increased loads projected to result from future development within its service.area.

STORM DRAINAGE

Historically, the County's responsibility for storm drainage has been limited to constructing and maintaining the ditches and culerts used to drain County road rights-of-way. Serveral of the County's cities also provide and maintain limited storm drainage facilities. The result of this arrangement is a highly fragmented and largely incomplete system of strom drainage facilties.

A portion of the contaminants in the Tualatin River is directly attrbutable to strom water runoff. In order to control and reduce these contaminants, and to coordinate storm water drainage management in the County, USA assumed responsibility for developing and implementing a countywide drainage master plan. Pursuant to this responsibility, USA adopted the "Surface Water Management Plan" in February 1990 (See Appendix D). The plan addresses the physical and institutional characteristics of the USA service area.

More than 90 percent of Washington County drains through the forks of the Tualatin River, which meanders eastward through the centerl portion of the County to the point at which it enters the Willamette River, south of West Linn. Three tributaries of the Tualatin River and their subbasins drain the County PFPA. These are the Fanno Creek, Butternut Creek, and Rock Creek subbasins. In addition, a portion of the County PFPA, know as the Middle Tualatin subbasin, drains directly into the Tualatin River.

Drawing form USA's Plan as well as fromn the "Water Resources Study," a 1981 flood plain study conducted by the U.S. Army Corps of Engineers, the discussion below inventories characteristics associated with each basin. Included is a general description of the boundaries of each basin, an identification of those portions of the County PFPA that are covered by each basin is developed, an idenetification of any management plans exisitng for each basin, and a summary of problems currently knownto affect the drainage capacity of each basin.

Fanno Creek Subbasin

The Fanno Creek drainage basin is defined in terms of the area drained by the Fanno Creek mainstream, which is in turn fed by two primary tributaries, Summer Creek and Ash Creek. THe basin drains approximately 37 square miles of land. The cities of Portland, Tigard, Durham and portions of Beaverton and Lake Oswego are within the Fanno Creek basin. The Metzger-Progress CommunityPlanning Area, the southern, soustheastern, and northeastern portions of the Raleigh Hills-Garden Home Community Planning Area, and the extreme eastern part of Cedar Hills-Cedar Mill Community Planning Area are the parts of the County PFPA that are drained by the Fanno Creek basin.

The Fanno Creek subbasin drains commercial, industrial, and high density residential land uses and is the most completely urbanized watershed in Washington County.

Recently, high fecal coliform counts have been measured in the upper reaches of Fanno Creek. Within Beaverton's city limits, Fanno Creek winds through residential and commeercail areas; two superfund sites adjacent to the Creek. Tigard has experianced erosion and flooding along Fanno Creek. Most of the 100 year flood plain of Fanno Creek through Tigard has been preserved as a dedicated greenway. Durham has also preserved a buffer zone of 100 feet on either side of the Creek as well as reduced lot densities adjacent to the Creek (minimum lot size is 10,000 square feet).

Butternut Creek Subbasin

Butternut Creek drains 5 square miles of land including portions of Beaverton and Tigard, as well as portions of the County's Bull Mountain and Aloha-Reedville-Cooper Mountain Community Planning Areas. LAnd Use is split between urban residential and agricultural with the dividing line being the UGB along SW 209th Avenue.

In response to flooding along Butternut Creek during the winter of 1973-74, the County adopted its first ever Flood Plain Ordinance (1974), which restricted development within areas subject to drainage basins studied by the 1979 Corps of Engineers study. Problems cited in the report included flooding, riparian vegetation removal and debris disposal into the Creek channel. The Corps' study recommended:

- No Creek modifications downstream of the UGB.
- New development on-site controls for up to the 100-year storm.
- Stream corridor preservation.
- One major and three smaller regional storage facilties upstream of SW 209th Avenue.
- Improved maintenance access.
- Localized channel enlargements.
- Check dams bewteen Farmington Road and 170th Avenue.
- Immediate revegitation of exposed soils.

Water quality problems may include sanitary pump station ans sewer line overflows during winter months.

Rock Creek Subbasin

The Rock Creek subbasin covers approximately 76 sqare miles, draining portions of western Multnomah County as well as Washington County's Sunset West and Bethany Community Planning Areas, the northwest portion of the Cedar Hills-Cedar Mill Community Planning Area, and the eastern part of the West Union Planning Area. The area drained by this subbasin represents one of the most rapidly growing areas for both residential and nonresidential uses in the greater Portland area. Numerous commercail and industrial developments are either under construction or planned for the immediate future. These developments range from warehousing/distribution to high technology businesses.

Rock Creek has eight major tributaries: Dawson, Rock, Bronson, Willow, Cedar Mill, Johnson, Hall, and Beaverton Creeks. Most originate in the steep slopes and foothills of the Tualatin Mountains. ONly the headwaters of Rock Creek extend upstream of the USA and Urban Growth boundaries. All of the streams within this subbasin are experiancing the effects of development and construction-related sedimentation as well as urban runoff impacts.

Middle Tualatin River Subbasin

The Middle Tualatin River Valley basin drains the area surrounding the Tualatin River between its confluence with Rock Creek and the southeastern slopes of Cooper Mountain. The East Hillsboro Community Planning Area and the south-southwestern half of the Aloha-Reedville-Cooper Mountain Community Planning Area are the areas of the County PFPA that are drained by the Middle Tualatin River subbasin. Most of the area drained by this subbasin is urbanized.

TRANSPORTATION

Washington County has jurisdiction over a totla of 1,200 miles of roadway. The territory within the UGB contains approxiimately 590 miles of County roads, or 49 percent of the total. In addition, the Oregon Department of Transportation (ODOT) maintains 178 miles of highway within the County.

In October 1988, the most recent update of the "Washington County Transportation Plan" was published. A broad spectrum of County residents, businesses, and public agencies and officals contributed to the Plan update, which took two years to complete. As an element of Washington County's Comprehensive Plan, the Transportation Plan establishes policies and strategies designed to meet existing and future travel needs in Washington County based upon projected employment and population growth through the year 2005. The Plan was based upon information contained in the "Transportation Plan Background Document" dated July 1988 (See Appendix E).

Chapter II of the Background Document categorizes the County road system according to the functions that individual streets and roads are expected to perform. These categories include regional arterials, major arterials, minor arterials, major collectors and minor collectors, which together comprise about 30 percent of County road mileage within the UGB. Local streets comprise the remaining 70 percent. Information provided in Chapter II also defines the functional classifications interms of the level of service each is designated to provide and analyzes existing and future travel characteristics on County roadways. Also provided in Chapter II of the Background Document is a needs, roadway safety needs, bridge needs, roadway standards/reconstruction needs, and maintenance needs that are necessary to meet the demand for transportation services in urban Washington County through the year 2005.

Chapter III of the Background Document summarizes existing mass transit service in urban Washington County, identifies existing transit routes, and analyzes transit service delivery. The majority of transit ridership in Washington County is for trips to and from downtown Portland. At the same time, the fastest growing segment of travel demand in the County is the suburban travel market, meaning trips both beginning and ending within the County's urban area. This is a difficult market to serve efficiently, since it is characterized by widely dispersed origins and destinations. However, in the future, the transit system will have to carry a greater percentage of travelers in the County if the County's road system is function as planned.

Tri-Met has primary responsibility for transit planning and service provision in urban Washington County. The County participates, along with other local jurisdictions, in Tri-Met decision affecting transit development and planning. The County and Tri-Met will need to jointly work towards the goal of increasing transit reidership.

CHAPTER III

INVENTORY OF PLANNED PROJECTS

WATER SERVICE

Most of the major water facilities that will be needed through the year 2010 in the public facility planning area are already in place. The primary water supply sourcce, Bull Run, and the major supply conduits have previously been determined to be adequate. The primary facilities that will be needed in the future include additional storage and transmission facilties that will be constructed as development occurs. The specific projects are described below for each water service provider.

Tigard Water District

The Bull Mountain Community Planning Area is the only portion of the Tigard Water District for which the County has public facility planning responsibility. Planned development for this area is primarily low density residnetial. At the present time, the najority of this area is sparsely developed or undeveloped.

The District has estimated its district-wide service needs based ona 2010 population of 45,607. Most of the major public facilities that the District will need over the next 20 years are already inplace.

Tigard Water Distrcit has access to four potential sources of water: Clackamas River, Beaverton, Portland, and four District owned wells. During peak demand periods, the Tigard Water District has to supplement its Clackamas River supply with water from Bull Run. Under current arrangements this is not expected to be a problem. The existing transmission system is capable of delivering sufficient water to the District's storage facilities, and no major improvements to the transmission system are deemed to be necessary.

On a district-wide basis, there appears to be sufficeint storage to serve the District throuhg the year 2010 and beyond. However, given the Districtc's service areas and pressure zones, there are several Bull Mountain service areas that will likely need additional storage facilties by the year 2010. As a result, the District has planned additional storage facilties on Bull Mountain.

The exact timing of these improvements will depend on the rate of development. It is generally anticipated that the facilties will be needed betwwen 1995 and 2010. Any new distribution facilties are expected to be primarily the responsibility of private developers. There are a few mains that will be installed by the District as public improvements. Project scheduling and cost data is shown in Table III.A and the location of each project is shown on Figure II.1.

Wolf Creek Highway Water District

Wolf Creek HIghway Water District is the water service provider to that portion of the County public facility planning area which is estimated to have the greatest amount of growth through the year 2010. Future development within the District's boundary is expected to include a full range of residential and commercail/industrial land uses. By the year 2000, the District estimates that its population will be 154,000. The District has complete a distribution system analysis/plan and a 5-year Capaital Improvement Program which is updated annually (See Appendix F). The distribution system analysis/plan was done in 1981 and it is their most recent planning document.

The District;s source of water is the Bull Run Reservior which is adequate to serve the District beyond the year 2000. The addition of a 60-inch transmission line to eastern Washington County along with other transmission lines tied to the Portland system are capable of serving the District through the year 2010. The District has proposed sixteen transmission main projects to improve

general water service delivery and transmission to water storage sites. These improvements will upgrade service to areas that are anticipated for development by 2010.

The need for additional storage facilities is based on the District's 1981 planning analysis of future population growth and per capita water consumption. Using a current average coonsumption rate of 124 gallons per person per day and the Distroct's 2000 population estimate of 154,000, the District will need approximately 57 mg of storage by the year 2000. The district presently has a storage capacity of 27 mg in eleven major reservoirs. As a result, the District will need to add at least 30 mg of storage to meet the estimated year 2000 requirements. The District plans to add six new storage facilities that will provide an additional 34 mg of storage. The apparent excess storage is necessitated by the efficiencies of delivering water to the various service areas and the system's pressure zones. Project scheduling and cost data is shown in Table III.A. Project locations are shown on Figure II.1 (attached).

Metzger Water District

The Matzger Water District serves primarily the Metzger-Progress Planning Area and parts of the City of Tigard. This area is predominately residential, but also includes such developments as Washington Sqaure and commercial uses along SW Pacific Highway. Future development within the District will be largely infill residnetial with additional office-commercial use in the vicinity of Washington Square.

The District has estimated its water service requirements for the year 2000 based on a forecast population of approximately 25,000. This population forecast was prepared in 1979 by the District's consultatnt. More recent population forecasts (Metro 1983) would place the District's 2005 population at approximately 18,000. The more recent forecast implies a slower rate of development that that envisioned in 1979. Residential development in the area has been less thatn envisioned, but office commercial development had been brisk over the last few years. The Distsrict;s 1979 Water System Study identified a number of projects that would be needed through the year 2000. Systematically the District has been constructing these improvements as the need arises.

As previously noted, the District receives its water from Bull Run. Water is transmitted to Washington County via a shared 60-inch conduit. The District's supply and transmission systems are regarded as being suffiecient to meet the District's needs through the year 2010. In addition, the existing 8.7 mg of storage will be capable of supporting a population of 29,000 assuming three times an average daily demand of 100 gallons per capita per day. Therefore, the existing storage capability is estimated to serve the District through the yeear 2010.

The primary area for future water system improvements will be distribution lines.. Two 16-inch mains are presently scheduled to be constructed. One will be installed on SW 90th Avenue within the next five years. Another 16-inch line is scheduled to be constructed on Locust Street and 78th Avenue between five and seven years for now. The project sheduling and cost data is shown in Table III.A and the location of each project is shown in Figure II.1.

Other Water Districts

The Raleigh and West Slope Water Districts also serve the urban area of eastern Washington County. Both of these districts are almost completely urbanized. It is anticipated that most of the future development in these districts will be infill. As a result, there are no major public facility improvements scheduled for these districts except ofr an added reservior in the Raleigh District (See Table III.A). This reservior is planned to have a capacity of .75 mg and will be constructed within the next year and one-half. It will be located near the existing reseriors as shown on Figure II.1.

Future service connections and line extensions will be the responsility of the private sector and benefitting properties. The districts will do some line replacement work over the planning period as the need arises, but these are not expected to be major expenditures.

TABLE III.A
Planned Water Storage and Transmission Facilities

Project No.	Project Description (2)	Jurisidction (3)	Project Timing and Cost	
			Short Term (1995)	Long Term (1996-2010)
10001	750,000 g. Reservoir	Raleigh Hills	$160,000	
10002	High Tor 1 mg Reservoir	Tigard WD	$605,000	
10003	150th Ave. 2.5 mg Reservoir	Tigard WD		$1,150,000
10004*	S. Scholls Ferry Rd. 2.5 mg Reservoir	Tigard WD		$1,200,000
10005	S. Scholls Ferry Rd. 1 mg Reservoir	Tigard WD		$700,000
10006*	2.5 mg Reservoir & Mt. Gate 12" line	Tigard WD	$1,200,000	
10007	Grabhorn 10 mg Reservoir	Wolf Creek	$3,660,000	
10008	Springville Rd. 10 mg Reservoir	Wolf Creek	$2,250,000	
10009	Bonnie Slope 3 mg Reservoir	Wolf Creek	$1,000,000	
10010	Somerset 10 mg Reservoir #2	Wolf Creek	$250,000	
10011	SW West Rd. Reservoir	Wolf Creek	$1,050,000	
10012	Springville Rd. 10 mg Reservoir #2	Wolf Creek		$2,500,000
11001	12" line, 132nd St. to High Tor Reservoir	Tigard	$126,000	
11002	12" line, Bull Mt. Rd.	Tigard		$65,000
11003	16" line from 146th and Beef Bend to 150th Reservoir	Tigard		$210,000
11004	12" 3 Mt Subdivision	Tigard	$94,000	
11005	SW Hawk Ridge 12" line	Tigard		$103,000
11006	16" line from 121st and Gaarde to 132nd and Walnut	Tigard	$192,000	
11007	16" line 90th Ave.	Metzger	$350,000	
11008	16" line Oak St. to 78th Ave.	Metzger		$300,000
11009	16" line Sunset Reservoir to Barnes Rd.	Wolf Creek	$75,000	
11010	Transmission line Peterkort property	Wolf Creek	$90,000	
11011	Line relocation on Cornell Rd.	Wolf Creek	$200,000	
11012	24" main to PCC	Wolf Creek	$540,000	
11013	16" line from Goyak to 189th Reservoir	Wolf Creek	$35,000	
11014	16" line on Sunset Hwy to Cornell Rd.	Wolf Creek	$372,000	
11015	Improve Pump Station-Cooper Mt.	Wolf Creek	$100,000	
11016	12" line Cornell to Thompson	Wolf Creek	$50,000	
11017	Line relocation on 185th	Wolf Creek	$250,000	
11018	Line relocation on Baseline Rd.	Wolf Creek	$200,000	
11019	24" line bypass at Center St. due to Light Rail construction	Wolf Creek	$250,000	
11020	Cedar Hills 12" line	Wolf Creek	$75,000	
11021	Line relocation on 160th	Wolf Creek	$520,000	
11022	12" line on Kinnaman Rd.	Wolf Creek	$525,000	
11023	198th Ave. Transmission line	Wolf Creek	$400,000	

* Reservoir and line extension

SANITARY SEWER

Yhe Unified Sewerage Agency (USA) is the sole provider of wastewater treatment in Washington County. The Agency has developed a plan to guide constructionanad installation of wastewater collection and treatment facilities within the Public Facility Planning area. The USA plan is based upon population projections derived from land use plans and includes an estimate of the facilities needed for water quality improvement and projected growth through the year 2010. Facility needs are described by treatment basin or service area. There are two major service areas and corresponding sewerage treatment plants that provide wastewater collection and treatment within the area covered by this plan. These are the Rock Creek and Durham basins. The primary improvements that will be required within these basins are collection system system improvements which include new interceptors and trunk lines.

Yhe overall sewer system needs for the Rock Creek and Durham service basins are based on sub-basin projected populations for the year 2010.

The “Master Plan Update” (1985) identifies system improvements as short-term, long-term, or ultimate needs. Ultimate improvements are assumed to be needed some time after 2010, and are not included inthis plan. Programming for short-term needs is also addressed in the “1990-1994 Capital Improvement Program” (See Appendix G).

Treatment Facilities

Rock Creek Treatment Facility
The Rock Creek Treatment Plant is the second largest wastewater treatment faciltiy in the USA system. This plant provides treatment for the Rock Creek Basin collection system which serves the Aloha-Reedville-Cooper Mountain, Sunset West, West Union, Bethany and Cedar Mill Community Planning Areas. This is a service area of apaproximately 34,000 acres. The Rock Creek Treatment Plant Plan currently has the capacity to provide 17 mgd of nitrified effluent during the dry season while able to provide secondary treatment to 77 mgd and primary treatment to 100 mgd. Expansion of the liquids and soolids treatment processes is needed to meet future plant effluent limitations and to accommodate long-term future loadings. Effluent filtration and chlorination need additional capacity in order to handle wet weaether flows. The plant is now approachig its capacity to meet long-term future loadings. The estimated costs and timing of future improvements are summarized in Table III.B.

Durham Treatment Facility
The Durham Treatmtent Facility is currently the largest in Washington County. This plant provides treatment for the eastern portion of the County’s urban area which encompasses approximately 33,500 acreas and 24 sub-basins. With the completion of the plant expansion presently in progress, up to 90 mgd of flow will be able to pass through the plant and receive preliminary treatment, primary clarification and disinfection. The hydraulic capacity of the secondary/tertiary treatment system and effluent filters will remain at 40 mgd and 20 mgd respectively.

The Durham Plant performs well when operated within its original design criteria for flow and loadings. The plant is now approaching its capacity and experiences peak flows which exceed the hydraulic capacity of its secondary and tertiary treaetment facilities. To reliably achieve current and future effluent limits, major improvements will be needed at the facility. The estimated costs and timing of future improvmeents are summarized in Table III.C.

Collection System

The wastewater collection system serving the Public Facility Planning Area includes the Rock Creek and Durham service areas. The system includes approximately 140 miles of interceptor and trunk lines ranging in size from 72 inches to approximately 12 inches in diameter.

The "Master Plan Update" includes a detailed analysis of the collection system in each basin to determine future deficiencies. Existing short-term deficiencies have been identified in the USA 1990-1994 CIP. Areas where problems are anticipated beyond 1994 are long-term, recommendations have been made on pipe sizes designed to handle buildout or ultimate flows. The following is a discussion of the major collection system improvements for the Rock Creek and Durham basins.

Rock Creek Basin
Within Rock Creek Basin, most of the projects listed in Table III.B will up-size the collection system lines to provide additional capacity. It is anticipated that nearly 38 miles of new sewer line will be installed by the year 2010. These projects will include parallel lines, line replacements, and trunk line extensions. The major project in this basin will be the installation of a 36-60 inch parallel line along the Beaverton Creek interceptor.

In the Rock Creek basin, in the short-term, there is a need to up-grade the Aloha No. 3 pump station on Butternut Creek. Peak flows currently exceed the capabilites of the existing pump station. To correct this problem, an 8.8 mgd pump station and new 27" parallel force main are required to handle projected flows. In the longer term, the Aloha No. 3 pump station will need to be upgraded to 12.2 mgd.

There are three main extensions planned in this basin to serve future development. All of these projects are scheduled for the long-term. These projects are:

> Rock Creek Trunk Extension: The Rock Creek trunk extension will run from a point on the existing Rock Creek trunk north of West Union Road along a small drainage channel to the east where it will branch into two lines. One line will follow the north channel while the other will follow a channel to the south. Both lines will terminate near N.W. Kaiser Road. The lines will range from 12" to 18" in size and will carry ultimate flows of up to 4.6 mgd.
>
> Willow Creek Trunk Extensions: The extension will run along the Willow Creek drainage between Circl 'A' Lane and N.W. Saltzman Road. These lines will be 12" in size and will carry ultimate flows of approximately 1.5 and 1.8 mgd respectively.
>
> Reedville/Butternut Extension: The Reedville/Butternut extension will serve new development in the northwest Cooper Mountain area. The line will run from the southern end of S.W. 203rd Avenue to Farmington Road and then run along Farmington Road to S.W. 209th Avenue. This line will be 15" in size and will carry ultimate flows of approximately 3.1 mgd.

A detailed listingof all of the collection systems projects in the Rock Creek basin are shown I Table III.B. The general locations of these projects are shown on Figure II.2 (attached).

Durham Basin
Within the Durham Basin there are a number of sub-basin areas that will require collection systems improvements. The major share of the improvements are scheduled for the long-term and are located in the southern part of the Durham Basin. Approximately twenty miles of line will be added to the collection system by the year 2010. Of these twenty miles, less than 5 miles of collection system improvements will occur in the County's Public Facility Planning Area. The

projects include replacement lines, parallel lines and main extensions. A listing of the collection system projects in the Durham Basin are shown in Table III.C. The general locations of these projects are shown on Figure II.2.

Tualatin River Water Quality Program

Although the USA plants are designed for advanced wastewater treatment, a higher degree of treatment is needed both for existing loads and for the support of future development. The Oregon Environmental Quality Commission (EQC) and the State Department of Environmental Quality (DEQ) have established total maximum daily loads (TMDLs) for the Tualatin River. In addition, as a part of the settlement of the Northwest Environmental Defense Council (NEDC) litigation, USA has agreed to bring the existing wastewater treatment plans into full compliance with permits by 1997.

Protecting the environment is an integral part of the USA mission as stated below:

> *The Unified Sewerage Agency's mission is to manage storm, sanitary and surface water systems for the protection of water quality for the users in the Tualatin River basin.*

To fulfil USA's mission and to respond to these issues, the USA Board of Directors commissioned the development of the "Wastewater Facilities Plan" (1990). A comprehensive plan was prepared which includes the evaluation of technical solution, incorporates public values and identifies programs for USA that are needed for long-term success.

The recommended plan calls for a comprehensive approach to protecting water quality in the Tualatin River basin. The plan's key elements include:

1. Controls to reduce the amount of pollution that users discharge into the wastewater system – at the source.

2. Planned growth, with USA working to ensure that water quality considerations are incorporated into planning decisions made by responsible state and local agencies.

3. REduce reainwater infiltration and inflow into the wastewater system to lessen demand on treatment plan capacity.

4. Maximum reuse of effluent (highly treated wastewater) to irrigate farmland and recycling of sludge.

5. Creation of wetlands to "polish" effluent while providing wildlife habitat.

6. Protection of sensitive rive banks for wildlife habitat and other uses as well as improved river access.

7. Advanced levels of wastewater treatment.

8. Expansion of the existing Barney Reservior to ensure adequate river flows in summer months and further methods to maintain adequate flows in the river.

9. Construction of a new reservior or export of effluent to other rivers would be considered only if recommended methods prove unworkable in the future.

The recommended plan establishes an ambitious implementation schedule for two time periods: Short-term (1990-97); and Long-term (1997-2010). Detailed projects have not yet been developed. However, they will be added to the Public Facility Plan as they become available.

A key feature of the recommended plan is its emphasis on flexibility. The project advisory groups and the public concluded it is best for the Unified Sewerage Agency to remain flexible – able to respond to changing conditions, taking advantage of new technology as it is proven effective, and meeting any new regulations which may be imposed in the future. The plan will be reviewed at two-year intervals and adjustments made as necessary.

The recommended plan also relies on USA establishing a partnership with DEQ and other agencies responsible for managing and monitoring implementation and outlines actions by these agencies that are essential for implementation. Key elements of the USA Water Quality Plan are outlined below. Thw costs involved in implementing this plan in the Durham and Rock Creek basins are summarized in Table III.D.

The Recommended Plan

1. Source Controls

Reduce the amount of pollutants that users discharge into Wastewater system by:

a. Phosphorus detergent ban
b. Industrial pretreatment/user fees
c. Public education

2. Planned Growth

Ensure incorporation of water quality considerations and impacts in land use planning by the responsible state and local agencies. Strengthen USA's input into this planning process.

3. Wastewater Flow Management

Reduce the amount of rain water infiltration and inflow into the wastewater system:

a. Sewer rehabilitation
b. Sewer construction and inspection requirements

4. River Management

Maintain adequate flows in the river:

a. Add storage at existing reservoirs
b. Manage releases from upstream reservoirs
c. Eliminate illegal withdrawls of water by enforcing water rights

Advocate protection of riverside habitat and river access for public use.

5. Treatment and Reuse

Ultimately reuse 70 percent of highly treated wastwater (effluent).

Increase treatment at smaller plants (Banks, Forest Grove and Hillsboro West) to produce high quality effluent (level 3) for reuse on forage crops and golf courses. Reuse all summertime effluent; discharge wintertime effluent to the Tualatin or its tributaries.

Upgrade treatment facilities at Durham and Rock Creek to produce Level 4 (highest) water quality for agriculture irrigation. Implement a major reuse program at both plants; but initially discharge year-round to the Tualatin River.

6. Wetlands

By 1997, determine if wetlands treatment is feasible. If feasible, provide additional treatment of approximately eight percent of USA's effluent in wetlands by the year 2010.

7. Sludge

Expand existing program of sludge treatment and application to agricultural land.

TABLE III.B
Rock Creek Basin
Planned Treatment and Collection System Improvements

Project No.	Project Description (2)	Project Timing and Cost (1,000s)	
		Short Term (1997)	Long Term (1998-2010)
20001	Rock Creek Treatment Plant expansion & improvements. Reference 5-2-90 overview of recommended Facility Plan.	$55,000	$20,000
29002	Rock Creek Sludge Treatment and Hauling	$11,020	$3,000
21003	15” Replacement Line	$93	
21004	21” Replacement Line		$226
21006	36” Replacement Line	$53	
21007	27” Parallel Line	$139	
21014	15”-21” Replacement Line		$425
21017	24”-36” Parallel Line		$191
21018	21”-30” Parallel Line		$297
21019	21”-27” Parallel Line		$408
21021	15” Sewerline Parallel		$222
21022	15”-18” Sewerline Replacement		$240
2123	12”-15” Sewerline Replacement		$50
21024	21”-48” Parallel Line		$699
21025	27”-36” Parallel Line		$459
21026	27”-36” Parallel Line		$272
21027	15”-18” Parallel Line		$160
21028	12” Parallel Line		$19
21031	18”-36” Parallel Line		$296
21032	15”-21” Parallel Line		$128
21034	15” Replacement Line		$90
21035	12”15” Replacement Line		$219
21036	21” Replacement Line		$144
21037	15” Replacement Line		$108
21038	15” Replacement Line		$544
21046	54”-78” Parallel Line		$1,227
21047	18”-66” Parallel Line		$2,186
21048	42” Parallel Line		$616
21049	54” Parallel Line		$1,400
21050	48” Parallel Line		$144
21051	54” Parallel Line		$549
21055	12” Replacement		$143
21056	21” Line Extension	$400	
21060	15” Line Extension	$333	
21061	12”-18” Line Extension	$1,064	
23000	15” Replacement Line	$40	
23001	15” Replacement Line	$62	
23005	12” Parallel Line	$45	
23006	12” PArallel Line	$45	
23007	12” Parallel Line	$109	
28000	Aloha No. 3 Pump Station & Force Main	$1,729	
28001	Butternut Creek Pump Station	$100	
28002	Aloha No. 3 Pump Station Upgrade		$394

TABLE III.C
Durham Basin
Planned Treatment and Collection System Improvements

Project No.	Project Description (2)	Project Timing and Cost (1,000s)	
		Short Term (1997)	Long Term (1998-2010)
20002	Durham Treatment Plant Plant expansion and improvements	$55,500	$10,700
29001	Durham Plant Sludge Treatment and Hauling	$13,330	
23008	18" Replacement Line	$209	
23060	54" Line Extension		$862
23061	48" Parallel Line		$90
23062	15"-24" Parallel Line		$89
23065	18" Replacement Line		$80

TABLE III.D

Tualatin River Water Quality Program Project Outline

Project No.	Project Description (2)	Project Timing and Cost (1,000s)	
		Short Term (1997)	Long Term (1998-2010)
24000	Upgrade Water Quality Through Dilution – Expand Barney Reservior by 16,000 acre feet	$19,200	
25000	Sewerline Rehabilitation Program – Begin reduction of sewerline inflow and infiltration problem	$13,000	
26000	Reuse of Treated Effluent During Summer – Construct effluent reuse reservoirs & pipelines to distribute treated effluent to agriculture property for irrigation: Durham Plant Rock Creek Plants	 $27,790 $3,043	 $14,720 $12,520
27000	Wetlands Demonstration Project – Durham Construct wetlands for effluent polishing		$1,750
	Wetlands Demonstration Project – Rock Creek Construct wetlands for effluent polishing		$1,490
	Wetlands Demonstration Project – Buffer strips for runoff control	$300	$180

SURFACE WATER (STORM) DRAINAGE

Many drainage plans and water basin studies have been done for areas of Washington County. Reports on surface water problems have been done by various federal, state and local agencies. As valuable as these studies have been in providing engineering plans and funding strategies to address storm water problems, they have not been successful in developing strategies to combine a technical, institutional and financial system necessary to establish a regional surface water management program.

In the last two years the Unified Sewerage Agency has taken a regional approach toward managing surface water quantity and quality in urbanized areas of Washington County. On July 27, 1989, the Portland Metropolitan Area Local Government Boundary Commission approved the Unified Sewerage Agency (USA) as the jurisdixtion responsible for surface water drainage management for Washington County. The USA service boundary includes all of the incorporated and unincorporated urban area of Washington County.

To guide its new authority to regulate surface water, USA has prepared the “Surface Water Management Plan” (February, 1990). The Plan addresses the need for urban areas within Washington County to begin thinking of surface water management as a component of the infrastructure and as a public utility. In order to begin this process, the I itial program will establish a preventative level of maintenance for the existing storm water system. The new USA program will also implement a non=point water pollution source management plan, promote regulatroy and design criteria consistency, and actively involve the public with surface water management issues.

The storm water management maintenance program provides a preventative level of service for open channels, ditches, closed systems, structures and street sweeping. Cost information was prepsred by evaluating twenty-two specific maintenance activities in terms of crew configuration, equipment performance and service level requirements to achieve water quantity and quality objectives. The estimted annual cost for maintenance is $2,950,900.

The USA watershed program element focuses on developing strategies includidng structural and non-structural control options. Regional or watershed-oriented hydraulic and hydrologic analysis will be done in order to identify major drainage problem locations and develop corrective action plans. This process will include the necessary monitoring to measure the impacts of various non-point source mitigation measures in the field. This program element will also play a key role in monitoring the effect of water quality regulations and non-point source technologies. The estimated annual budget for the watershed program is $635,071.

The engineering program will provide technical support for all surface water program ares and be a direct service provider in plan review, design, field inspection and enforcement. While project management will be an increasingly important function, the initial nonstructureal focus for the program will reduce the level of activiity in this area. Initial program priorities will include preparing uniform design criteria and standards, developing and accurate storm water system inventory and implementing a hazard mitigation program. While several jurisdictions have prepared reasonably accurate drainage system inventories, an overall physical feature (structures, flood plains, wetlands, problem ares, hazard locations) and conditions assessment of the drainage system within the service area has not been done. This inventory will be done with a geographic information system (GIS computer program). A hazard mitigation program designed to reduce exposure of property and elmininate threats to physical safety which can result from storm events will be developed. Activities that relate to this will be flood plain management, land acquisition, detour plans, signing and community awaremenss of

flood prone locations. The estimated annual budget for the engineering program is $467,111.

Providing information to the public isimportant to a surface water management program to get voluntary compliance by the public. Public information mechanisms such as a "watershed management practices" booklet, displays, training seminars, catch bsin stenciling and an oil recycling program are important parts of the storm water program. In addition, the media will be informed of the storm water program to sustain visibility and public support. The estimated annual budget for public information is $57,433.

Administration costs include the allocation of USA general management personnel time to the storm water program and the cost of insuring USA against liability from surface water related issues/complaints. The estimated budget for this program element is $277,500.

The financial management program element involves functions related to budgeting, cost accounting, revenue, fee administration and preparation of audits and reports. This program element contains the bulk of the start up costs attributable to a surface water utility. The estimated annual budget for this function is $371,498. In addition to the above program elements, legal support will be provided, which is estimated to be $198,875.

The total annual cost of the storm water management program will be $4,958,388. This cost estimate for the program is based on the assumption that no capital-intensive construction projects for storm water management will be undertaken. After the water shed plans are developed in two years, the annual operation cost for the program may change based on the need for structural solutions to storm water quantity or quality problems. Presently, the $4,958,388 figure is the short range estimated annual budget. Based on the fact that the storm water management program has just begun and a storm water facility inventory and watershed plans have just been started, long range capital improvement costs beyond 1995 cannot be determined.

TRANSPORTATION

The "Washington County Transportation Plan," adopted by Ordinance No. 332 in 1988, outlines the transportation improvements that will be needed in the future in Washington County. Based on a projected growth of 145,000 people and 106,000 jobs in Washington County between 1985 and 2005, the following conclusions were made in the Transportation Plan element:

1. Roads:

   Road system improvements will include 39 miles of new streets and highways; 475 miles of new lanes on existing roadways; 208 intersection improvements; and reconstruction of 511 miles of roadway. The $1.022 billion capital cost of these improvements is $659 million more than the County expects to receive by 2005 based on current know revenue sources. Roadway safety and capacity improvements were given the highest priority for capital expensditures in the Transportation Plan.

2. Transit:

   Daily transit system usage will have to increase from approximately 3 percent of all trips to 6 percent of all trips by the year 2005 if road improvements are to work as described in the Plan. System improvements outlined in the Plan include

construction of Westside Light Rail and the expanded bus service envisioned in Metro's Regional Transportation Plan.

3. Bicycle and Pedestrians:

   The Plan calls for construction of 143 miles of on-street bicycle lanes, preservation of corridors for off-street bicycle system development and construction of sidewalks along all roadways as they are improved.

To implement the above emntioned construction goal, the County has initiated a Transportation Capital Improvement Program (CIP) which is to be revised annually. The Transportation Capital Improvement Program is a working document that lists projects planned for construction, their estimed cost, funding source, and the time frame for construction. The CIP document includes transportation improvement projects in Washington County scheduled for construction between 1990 and 1998 by ODOT, Tri-Met, Washington County and city-sponsored projects. As a result, theCIP covers a much larger area than just the PFP planing area. In addition, the document includes projects that are needed in the long-term which are currently unscheduled.

As inidcated in the County's Transportation Plan, bicycle facilities will be constructed in conjunction with planned road improvements. Therefore, the cost for the bicycle facility has been included in the cost of the road improvement and is not listed separately or scheduled as a separate item. The mapped ;ocation of the Bicycle Route System is shown on Figure 12 of the Transportation Plan.

Road system improvements are divided into two general categories – those under County jurisdiction and those under ODOT jurisdiction. PRojects have been further segregated into three groups: those that have funding committed for construction, those that are long-term and unfunded. Tables III.E, III.F and III.G show the Washington County projects that correspond respectively to the groups listed above. Tables III.I, III.J and III.K list the ODOT projects that correspond to the three groups listed above. The long-term projects that are unfunded are shown on the Recommeded Roadway IMprovement Projects map, Figure 4 of the Washington County Transportation Plan includes the mapped location of proposed transit improvements.

As indicated by the County's Transporation Plan, Tri-Met has primary responsibility for transit planning and service provision in Wahsington County. Tri-Met prepares a Five-Year Transit Development Plan which sets forth the agency's broad capital and operating proposals as required by the Urban Mass Transporation Administration. The major future transit improvement for Washington County is the Westside Corridor Project which is planned to be in operation by 1998. The provision of individual new bus route service as shown on the County's Transporation Plan is handled by Tri-Met on an annual basis. Service adjustments are made by Tri-Met based on the availability of funds and operational performance of existing routes. It is through this annual service adjustment process that additional service will be added. Tri-Met does not forecast route additions on a longer term basis, however the agency has embarked on a strategy to enhance its financial capabilities. Planned transit projeccts are listed on Table III.H.

The location and condition of County bridges has been identified in the County's Tranpsotation Plan (Figure 6). THe only remaining County bridge in the urban area that needs to be replaced is in the process of being constructed. As a result, no additional bridge replacements are needed.

TABLE III.E
WASHINGTON COUNTY
TRANSPORTATION PROJECTS WITH COMMITTED CONSTRUCTION FUNDING
ESTIMATED EXPENDITURES BY FISCAL YEAR
(IN THOUSANDS OF DOLLARS)

(1) PROJECT	(3) INDEX NUMBER	PROJECT TYPE	CONST. F. YEAR	PRIOR YEARS	FY 90-91	FY 91-92	FY 92-93	FY 93-94	FY 94-95	FY 95-96	FY 96-97	TOTAL MAJOR FUNDING COST SOURCE	COUNTY FUNDS	TOTAL UNFUNDED	PAGE
** FY 90/91															
170TH/AUGUSTA - INTERSECTION	50	SAFETY/CAPACITY	90/91	0	85	0	0	0	0	0	0	85 ROAD FUND	85	0	17
185TH - SUNSET TO WALKER	56	CAPACITY	90/91	0	2710	0	0	0	0	0	0	2710 MSTIP 1, FAU	2610	0	18
185TH - ROCK CREEK TO TAMARACK	62	RECONSTRUCTION	92/93	30	0	150	850	2217	200	0	0	3447 MSTIP 2	3447	0	83
185TH/KINNAMAN - INTERSECTION	66	SAFETY	90/91	0	690	0	0	0	0	0	0	690 TIF	690	0	19
185TH/ROSA - INTERSECTION	68	SAFETY	90/91	0	435	0	0	0	0	0	0	435 TIF	435	0	20
BARNES EXTENSION	134	CAPACITY	90/91	0	1330	0	0	0	0	0	0	1330 TIF	1330	0	21
BASELINE/170TH	145	CAPACITY	90/91	0	80	0	0	0	0	0	0	80 ROAD FUND	80	0	22
BASELINE/231ST - INTERSECTION	150	SAFETY	90/91	25	600	0	0	0	0	0	0	625 MSTIP2, HES	0	0	23
BASELINE/JENKINS EXTENSION - 158TH TO 185TH	152	CAPACITY	94/95	0	91	0	0	620	2150	0	0	2911 MSTIP 2	2911	0	99
BEEF BEND - HWY 99W TO 131ST	160	RECONSTRUCTION	94/95	0	130	0	0	0	860	1510	0	2500 MSTIP 2	2500	0	100
CORNELIUS PASS - CORNELL TO SUNSET HWY	217	CAPACITY	90/91	0	1175	0	0	0	0	0	0	1175 FAU,EDD, ROAD FUND	55	0	26
CORNELIUS PASS - WAGON WAY TO WEST UNION	220	CAPACITY	90/91	0	800	0	0	0	0	0	0	800 LID	0	0	27
CORNELL/167TH - INTERSECTION	235	SAFETY	90/91	0	115	0	0	0	0	0	0	115 TIF	115	0	28
CORNELL/MURRAY - INTERSECTION	242	SAFETY/CAPACITY	90/91	0	80	0	0	0	0	0	0	80 TIF	80	80	29
DENNEY - HIGHWAY 217 TO SCHOLLS FY	253	RECONSTRUCTION	UNSCD	315	0	0	0	0	0	0	0	315	0	0	133
EVERGREEN - 25TH TO SHUTE	270	CAPACITY	90/91	750	1000	0	0	0	0	0	0	1750 IOF, EDD, ROAD FUND	315	3	31
GARDEN HOME/OLESON - INTERSECTION	297	SAFETY	90/91	0	504	960	0	0	0	0	0	1464 MSTIP 2	1464	0	35
GREENBURG/LOCUST - INTERSECTION	315	CAPACITY	90/91	0	299	0	0	0	0	0	0	299 PRIVATE	0	0	37
MURRAY - ALLEN TO OLD SCHOLLS FERRY - 5-LANE	467	CAPACITY	91/92	400	2150	2481	8000	5256	0	0	0	18287 MSTIP 2, FAU	17987	0	76
OLESON/VERMONT - INTERSECTION	499	SAFETY/CAPACITY	90/91	30	220	0	0	0	0	0	0	240 CO. SDC	240	10	53
SALTZMAN - BURTON TO COLEMAN	530	SAFETY	90/91	0	784	0	0	0	0	0	0	850 MSTIP 2	850	0	54
SCHOLLS FERRY/HAMILTON - INTERSECTION	549	SAFETY	90/91	0	220	0	0	0	0	0	0	220 ROAD FUND	220	0	58
TUALATIN-SHRWD/EDY - BOONES FERRY TO HWY 99W	629	CAPACITY	90/91	3500	5180	5020	0	0	0	0	0	13700 MSTIP 1, MSTIP 2	13700	0	67
** Subtotal **				5050	18678	8611	8850	8093	3210	1510	0	54108	49114	93	
** FY 91/92															
CORNELL - SUNSET TO BARNES - 3 LANES	229	CAPACITY	93/94	0	0	143	0	1065	2006	0	0	3264 MSTIP 2	3264	0	89
** Subtotal **				0	0	143	0	1065	2006	0	0	3264	3264	0	
** FY 93/94															
BASELINE - BROOKWOOD TO 231ST	140	CAPACITY	94/95	0	0	0	0	50	480	1828	0	2358 MSTIP 2	2358	0	97
** Subtotal **				0	0	0	0	50	480	1828	0	2358	2358	0	
** FY 96/97															
CEDAR HILLS/PARKWAY - INTERSECTION	105	SAFETY	97/98	0	0	0	0	0	0	0	71	624 MSTIP 2	624	0	109
** Subtotal **				0	0	0	0	0	0	0	71	624	624	0	
*** Total ***				5050	18678	8754	8850	9208	5696	3338	71	60354	55360	93	

TABLE III.F
WASHINGTON COUNTY

TRANSPORTATION PROJECTS WITH COMMITTED DEVELOPMENT FUNDING
ESTIMATED EXPENDITURES BY FISCAL YEAR
(IN THOUSANDS OF DOLLARS)

(1) PROJECT	(3) INDEX NUMBER	PROJECT TYPE	ESTIMATED CONSTR. FISCAL YR	TOTAL COST	COUNTY FUNDS	TOTAL COMMITTED FUNDS	TOTAL UNFUNDED	(9) PROJECT DESCRIPTION	PAGE
216TH/219TH - TV HWY TO CORNELIUS PASS	93	CAPACITY	95-05	8400	0	0	8400	WIDEN TO FIVE LANES. PART OF PE/EIS PROJECT ON TUALATIN TO HILLSBORO HWY (PROJECT #257)	133
*** Total ***				8400	0	0	8400		

TABLE III.G
WASHINGTON COUNTY
UNFUNDED TRANSPORTATION PROJECTS
SORTED BY TRANSPORTATION PLAN PRIORITY

(1) PROJECT	INDEX NUMBER	FUNCTIONAL CLASS	JURISDICTION	LOCATION	T. PLAN PRIORITY	TPU COST ESTIMATE	1990 COST INFLATED	TPU FUNDING SCENARIO	IMPROVEMENT TYPE	(11) PROJECT DESCRIPTION
** PRIORITY 3										
BASELINE/197TH - INTERSECTION	146	MINOR ARTERIAL	COUNTY	UNINCORP	3	100	134 L	SAFETY/CAPACITY	SPIS PROJECT.	INSTALL SIGNALL AND LEFT TURN LANES.
CORNELL/153RD - INTERSECTION	234	MINOR ARTERIAL	COUNTY	UNINCORP	3	50	67 L	SAFETY/CAPACITY	SPIS PROJECT.	ADD TURN LANES.
** Subtotal **						150	201			
** PRIORITY 6										
170TH/SHAW - INTERSECTION	52	MINOR ARTERIAL	COUNTY	UNINCORP	6	50	67 L	SAFETY	SPIS PROJECT.	ADD TURN LANES.
209TH/ROSA - INTERSECTION	90	MINOR ARTERIAL	COUNTY	UNINCORP	6	25	34 L	SAFETY	SPIS PROJECT.	ADD TURN LANES.
216TH/219TH - INTERSECTION	91	MINOR ARTERIAL	COUNTY	UNINCORP	6	50	67 L	SAFETY	PART OF 216TH/219TH ROAD PROJECT.	
BASELINE/201ST - INTERSECTION	147	MINOR ARTERIAL	COUNTY	UNINCORP	6	50	67 L	SAFETY	SPIS PROJECT.	ADD TURN LANES.
BASELINE/216TH - INTERSECTION	149	MINOR ARTERIAL	COUNTY	UNINCORP	6	200	268 L	SAFETY	SIGNALIZE/ADD TURN LANES. SPIS PROJECT. PART OF BASELINE/JENKINS PROJECT.	
CEDAR HILLS/HUNTINGTON - INTERSECTION	203	MINOR ARTERIAL	COUNTY	UNINCORP	6	250	335 L	SAFETY	SPIS PROJECT.	CONSTRUCT LEFT TURN LANES, SIGNALIZE.
CEDAR HILLS/LYNNRIDGE - INTERSECTION	204	MINOR ARTERIAL	COUNTY	UNINCORP	6	50	67 L	SAFETY	SPIS PROJECT.	CONSTRUCT LEFT TURN LANES.
CORNELL/113TH - INTERSECTION	231	MINOR ARTERIAL	COUNTY	UNINCORP	6	150	201 L	SAFETY	SPIS PROJECT.	ADD TURN LANES/SIGNALIZE.
WALKER/183RD - INTERSECTION	644	MINOR ARTERIAL	COUNTY	BEAVERTON	6	50	67 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
WALKER/ECOLE - INTERSECTION	645	??	COUNTY	UNINCORP	6	50	67 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
WALKER/FAR VISTA - INTERSECTION	646	??	COUNTY	UNINCORP	6	25	34 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
WALKER/MEADOW - INTERSECTION	647	MINOR ARTERIAL	COUNTY	UNINCORP	6	25	34 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
** Subtotal **						975	1308			
** PRIORITY 8										
80TH/CEDARCREST - INTERSECTION	12	MAJOR COLLECTOR	COUNTY	UNINCORP	8	25	34 L	SAFETY	SPIS.	ADD TURN LANES.
197TH/ALDERWOOD - INTERSECTION	72	MAJOR COLLECTOR	COUNTY	UNINCORP	8	25	34 L	SAFETY	SPIS PROJECT.	ADD TURN LANES.
198TH/BUTTERNUT - INTERSECTION	80	MAJOR COLLECTOR	COUNTY	UNINCORP	8	25	34 L	SAFETY	SPIS PROJECT.	ADD TURN LANES.
198TH/CARLIN - INTERSECTION	81	MAJOR COLLECTOR	COUNTY	UNINCORP	8	25	34 L	SAFETY	SPIS PROJECT.	ADD TURN LANES.
ALEXANDER/174TH - INTERSECTION	104	MAJOR COLLECTOR	COUNTY	UNINCORP	8	10	13 L	SAFETY	INTERSECTION IMPROVEMENTS. SPIS PROJECT.	
BANEY/170TH - INTERSECTION	129	MAJOR COLLECTOR	COUNTY	UNINCORP	8	25	34 L	SAFETY	SPIS PROJECT.	ADD TURN LANES.
BRONSON/174TH - INTERSECTION	180	MAJOR COLLECTOR	COUNTY	UNINCORP	8	50	67 L	SAFETY	SPIS PROJECT.	ADD TURN LANES.
KINNAMAN/180TH - INTERSECTION	422	MAJOR COLLECTOR	COUNTY	UNINCORP	8	25	34 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
KINNAMAN/198TH - INTERSECTION	423	MAJOR COLLECTOR	COUNTY	UNINCORP	8	50	67 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
OAK/71ST - INTERSECTION	487	MAJOR COLLECTOR	COUNTY	TIGARD	8	10	13 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
OAK/72ND - INTERSECTION	488	MAJOR COLLECTOR	COUNTY	TIGARD	8	10	13 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
ROSA/198TH - INTERSECTION	523	MAJOR COLLECTOR	COUNTY	UNINCORP	8	25	34 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
WALNUT/121ST - INTERSECTION	651	MAJOR COLLECTOR	COUNTY	TIG/UNINC	8	50	67 L	SAFETY	SPIS PROJECT.	INTERSECTION IMPROVEMENTS.
** Subtotal **						355	478			
** PRIORITY 10										
CORNELIUS PASS - HWY 26 TO WEST UNION	215	MAJOR ARTERIAL	COUNTY	UNINCORP	10	2550	3417 H	CAPACITY	BUILD TO 5-LANE ULTIMATE SECTION WITH BIKE LANES.	
CORNELL - 185TH TO 158TH	225	MAJOR ARTERIAL	COUNTY	UNINCORP	10	1280	1715 L	CAPACITY	WIDEN TO FIVE LANES WITH BIKE PATH.	
CORNELL - CORNELIUS PASS TO 185TH	226	MAJOR ARTERIAL	COUNTY	HILLSBORO	10	7800	10452 L	CAPACITY	REALIGN AND CONSTRUCT TO 5-7 LANES WITH BIKE PATH.	
MURRAY - MILLIKAN TO JENKINS	468	MAJOR ARTERIAL	COUNTY	BEAVERTON	10	5300	7102 L	CAPACITY	WIDEN OVERPASS TO FOUR LANES WITH BIKE PATHS	
OLD SCHOOLS FERRY - MURRAY TO WESTERN BYPASS	454	MAJOR ARTERIAL	COUNTY	UNINCORP	10	2830	3792 M	CAPACITY	WIDEN TO FIVE LANES.	

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PROJECT (1)	INDEX NUMBER	FUNCTIONAL CLASS	JURISDICTION	LOCATION	T. PLAN PRIORITY	TPU COST ESTIMATE	1990 COST INFLATED	TPU FUNDING SCENARIO	IMPROVEMENT TYPE	(11) PROJECT DESCRIPTION
** Subtotal **						19760	26478			
** PRIORITY 11										
112TH EXTENSION - CORNELL TO BARNES	21	MINOR ARTERIAL	COUNTY	UNINCORP	11	1700	2278 M		CAPACITY	CONSTRUCT NEW THREE LANE ROAD BETWEEN CORNELL RD. AND CEDAR HILLS BLVD./SUNSET HWY. INTERCHANGE.
216TH/219TH - T.V. HWY TO CORNELL - 3 LANE	92	MINOR ARTERIAL	COUNTY	UNINCORP	11	6300	8442 L		CAPACITY	LOW SCENARIO BUILD TO THREE LANES. SEE ALSO PROJECT #133 FAR TERM/MEDIUM SCENARIO TO BUILD TO 5 LANES/WESTERN BYPASS.
BARNES - CORNELL TO BARNES EXT	130	MINOR ARTERIAL	COUNTY	UNINCORP	11	3420	4583 M		CAPACITY	RECONSTRUCT TO FIVE LANES AND ALIGN WITH PROPOSED BARNES EXTENSION.
BARNES - MILLER TO LEAHY	132	MINOR ARTERIAL	COUNTY	UNINCORP	11	1430	1916 M		CAPACITY	WIDEN TO FIVE LANE ULTIMATE SECTION.
BARNES - MULTNOMAH CO.L. TO MILLER	133	MINOR ARTERIAL	COUNTY	UNINCORP	11	1345	1802 M		CAPACITY	WIDEN TO FIVE LANE ULTIMATE SECTION.
BASELINE - BROOKWOOD TO 231ST	151	MINOR ARTERIAL	COUNTY	HILLSBORO	11	0	0 L		CAPACITY	CONSTRUCT TO 5 LANE ULTIMATE SECTION WITH BIKE LANES.
BASELINE/JENKINS EXTENSION - 158TH TO 185TH	153	MINOR ARTERIAL	COUNTY	UNINCORP	11	0	0 L		CAPACITY	WIDEN TO 5 LANE ULTIMATE SECTION WITH BIKELANES.
CORNELL - SUNSET TO BARNES - 5 LANES	230	MINOR ARTERIAL	COUNTY	UNINCORP	11	0	0 M		CAPACITY	RECONSTRUCT TO 5 LANE ULTIMATE SECTION WITH BIKE LANES.
GREENBURG - TIEDEMAN TO HALL	314	MINOR ARTERIAL	COUNTY	TIGARD	11	3700	4958 M		CAPACITY	BUILD TO 5 LANE ULTIMATE SECTION.
JENKINS - MURRAY TO 158TH	398	MINOR ARTERIAL	COUNTY	BEAVERTON	11	0	0 L		CAPACITY	RECONSTRUCT TO 5 LANES WITH BIKE LANES.
MURRAY - SUNSET HWY TO CORNELL	469	MINOR ARTERIAL	COUNTY	UNINCORP	11	670	898 L		CAPACITY	WIDEN TO FIVE LANES.
** Subtotal **						18565	24877			
** PRIORITY 14										
OLESON - HALL TO B-H HWY	457	MINOR ARTERIAL	COUNTY	UNINCORP	14	7510	10063 H		RECONSTRUCTION	RECONSTRUCT TO THREE LANES WITH BIKE PATH.
** Subtotal **						7510	10063			
** PRIORITY 19										
CORNELL/BARNES - INTERSECTION	239	MINOR ARTERIAL	COUNTY	UNINCORP	19	25	34 H		SAFETY/CAPACITY	ADD TURN LANES.
CORNELL/BRONSON - INTERSECTION	240	MINOR ARTERIAL	COUNTY	UNINCORP	19	100	134 H		SAFETY/CAPACITY	ADD TURN LANES.
OLESON/ROTH - INTERSECTION	498	MINOR ARTERIAL	COUNTY	UNINCORP	19	100	134 H		SAFETY/CAPACITY	ADD TURN LANES.
** Subtotal **						225	302			
** PRIORITY 21										
CORN. PASS/WEST UNION - INTERSECTION	216	MAJOR ARTERIAL	COUNTY	UNINCORP	21	125	168 H		SAFETY	SIGNALIZE INTERSECTION.
CORNELL/206TH - INTERSECTION	237	MAJOR ARTERIAL	COUNTY	UNINCORP	21	100	134 H		SAFETY	SIGNALIZE, ADD TURN LANES.
GALES CREEK/THATCHER - INTERSECTION	292	MAJOR ARTERIAL	COUNTY	FOREST GROVE	21	100	134 H		SAFETY	SIGNALIZE.
MURRAY/MILLIKAN - INTERSECTION	475	MAJOR ARTERIAL	COUNTY	BEAV/UNINC	21	100	134 H		SAFETY	UPGRADE SIGNAL/ADD TURN LANES.
** Subtotal **						425	570			
** PRIORITY 22										
170TH/BLANTON - INTERSECTION	51	MINOR ARTERIAL	COUNTY	UNINCORP	22	50	67 H		SAFETY	ADD TURN LANES.
185TH/SHAW - INTERSECTION	69	MINOR ARTERIAL	COUNTY	UNINCORP	22	50	67 H		SAFETY	ADD TURN LANES.
185TH/WEST UNION - INTERSECTION	70	MINOR ARTERIAL	COUNTY	UNINCORP	22	125	168 H		SAFETY	SIGNALIZE.
BARNES/MILLER - INTERSECTION	138	MINOR ARTERIAL	COUNTY	UNINCORP	22	50	67 H		SAFETY	ADD TURN LANES. NORTHEAST QUADRANT OF INTERSECTION COMPLETED.

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BARNES/MONTEREY PL. - INTERSECTION	139	MINOR ARTERIAL	COUNTY	UNINCORP	22	25	34 H		SAFETY	ADD TURN LANES.
GARDEN HOME/69TH - INTERSECTION	295	MINOR ARTERIAL	COUNTY	PORTLAND	22	50	67 H		SAFETY	ADD TURN LANES.
GARDEN HOME/92ND - INTERSECTION	296	MINOR ARTERIAL	COUNTY	UNINCORP	22	50	67 H		SAFETY	INTERSECTION IMPROVEMENTS.
GLENCOE/EVERGREEN - INTERSECTION	306	MINOR ARTERIAL	COUNTY	UNINCORP	22	110	147 H		SAFETY	ADD LEFT TURN LANES ON 2 APPROACHES.
SALTZMAN/THOMPSON - INTERSECTION	531	MINOR ARTERIAL	COUNTY	UNINCORP	22	50	67 H		SAFETY	INTERSECTION IMPROVEMENTS.
WEST UNION/158TH - INTERSECTION	659	MINOR ARTERIAL	COUNTY	UNINCORP	22	125	168 H		SAFETY	SIGNALIZE INTERSECTION.
** Subtotal **						685	919			
** PRIORITY 24										
170TH - AT RIGERT	43	MAJOR COLLECTOR	COUNTY	UNINCORP	24	1020	1367 H		SAFETY	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
19RTH/OAK - INTERSECTION	82	MAJOR COLLECTOR	COUNTY	UNINCORP	24	25	34 H		SAFETY	ADD TURN LANES.
JOHNSON/192ND - INTERSECTION	409	MAJOR COLLECTOR	COUNTY	UNINCORP	24	25	34 H		SAFETY	INTERSECTION IMPROVEMENTS.
LEAHY/107TH - INTERSECTION	436	MAJOR COLLECTOR	COUNTY	UNINCORP	24	50	67 H		SAFETY	INTERSECTION IMPROVEMENTS.
LEAHY/90TH - INTERSECTION	437	MAJOR COLLECTOR	COUNTY	UNINCORP	24	25	34 H		SAFETY	INTERSECTION IMPROVEMENTS.
OAK/80TH - INTERSECTION	489	MAJOR COLLECTOR	COUNTY	UNINCORP	24	25	34 H		SAFETY	INTERSECTION IMPROVEMENTS.
WALKER/123RD - INTERSECTION	642	??	COUNTY	UNINCORP	24	100	134 H		SAFETY	INTERSECTION IMPROVEMENTS.
WALNUT/TIEDEMAN - INTERSECTION	652	MAJOR COLLECTOR	COUNTY	TIG/UNINC	24	100	134 H		SAFETY	SIGNALIZE INTERSECTION.
** Subtotal **						1370	1838			
** PRIORITY 26										
MURRAY - ALLEN BLVD TO T.V. HWY	485	MAJOR ARTERIAL	COUNTY	BEAVERTON	26	1000	1340 H		CAPACITY	TSM IMPROVEMENTS.
** Subtotal **						1000	1340			
** PRIORITY 27										
65TH - NYBERG TO BORLAND	7	MINOR ARTERIAL	COUNTY	TUALATIN	27	1000	1340 H		CAPACITY	
158TH - LAIDLAW TO KAISER	35	MINOR ARTERIAL	COUNTY	UNINCORP	27	1680	2251 H		CAPACITY	CONSTRUCT NEW 3 LANE ROAD.
158TH - WALKER TO JENKINS	36	MINOR ARTERIAL	COUNTY	BEAVERTON	27	830	1112 H		CAPACITY	WIDEN TO 5 LANES WITH BIKEPATH.
158TH - WEST UNION TO LAIDLAW	37	MINOR ARTERIAL	COUNTY	UNINCORP	27	2740	3672 H		CAPACITY	CONSTRUCT NEW 3 LANE ROAD.
BARNES EXTENSION - HWY 217 TO CEDAR HILLS	135	MINOR ARTERIAL	COUNTY	UNINCORP	27	3870	5186 M		CAPACITY	BUILD NEW ROAD TO 5 LANE ULTIMATE SECTION.
BARNES/CEDAR HILLS - INTERSECTION	136	MINOR ARTERIAL	COUNTY	UNINCORP	27	100	134 H		CAPACITY	INTERSECTION IMPROVEMENTS.
CORNELL - SALTZMAN TO COUNTY LINE	228	MINOR ARTERIAL	COUNTY	UNINCORP	27	6810	9125 M		CAPACITY	RECONSTRUCT TO 3 LANES WITH BIKE LANES.
NYBERG - I-5 TO 65TH	483	MINOR ARTERIAL	COUNTY	TUALATIN	27	1410	1889 H		CAPACITY	RECONSTRUCT TO 5 LANES.
WALKER - 185TH TO CORNELL	637	MINOR ARTERIAL	COUNTY	HILLS/UNINC	27	2000	2680 H		CAPACITY	WIDEN
WILSONVILLE - OLD 99W TO 99W	664	MINOR ARTERIAL	COUNTY	SHERWOOD	27	210	281 H		CAPACITY	BUILD NEW 2 LANE CONNECTION.
** Subtotal **						20650	27670			
** PRIORITY 29										
CORNELIUS PASS - WEST UNION TO GERMANTOWN	221	MAJOR ARTERIAL	COUNTY	UNINCORP	29	3190	4775 H		RECONSTRUCTION	RECONSTRUCT TO 7 LANE ULTIMATE SECTION.
GALES CREEK - THATCHER TO FOREST GROVE C.L	250	MAJOR ARTERIAL	COUNTY	FOREST GROVE	29	1220	1635 H		RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN
OLD SCHOOLS FERRY - SCHOOLS FRY (E) TO MURRAY	493	MAJOR ARTERIAL	COUNTY	BEAV/TIG	29	2730	3658 H		RECONSTRUCTION	RECONSTRUCT TO 5 LANE ULTIMATE SECTION.
** Subtotal **						7140	9568			

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** PRIORITY 30										
1ST - GRANT TO EVERGREEN	1	ARTERIAL	COUNTY/HILLS	HILLS/UNINC	30	295	395 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
92ND - GARDEN HOME TO ALLEN	17	MINOR ARTERIAL	COUNTY	UNINCORP	30	930	1246 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
158TH - BRONSON TO WEST UNION	34	MINOR ARTERIAL	COUNTY	UNINCORP	30	2170	2908 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
170TH - BANEY TO OAK	44	MINOR ARTERIAL	COUNTY	UNINCORP	30	1800	2412 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
170TH - FARMINGTON TO TV HWY	45	MINOR ARTERIAL	COUNTY	UNINCORP	30	1850	2479 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
170TH - T.V. HWY TO BASELINE	48	MINOR ARTERIAL	COUNTY	UNINCORP	30	3470	4650 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION WITH BIKE LANES.
185TH - BANY TO FARMINGTON	59	MINOR ARTERIAL	COUNTY	UNINCORP	30	900	1206 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
185TH - FARMINGTON TO TV HWY	60	MINOR ARTERIAL	COUNTY	UNINCORP	30	3130	4194 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
185TH - TAMARACK TO WEST UNION	63	MINOR ARTERIAL	COUNTY	UNINCORP	30	2010	2693 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
185TH - WEST UNION TO SPRINGVILLE	64	MINOR ARTERIAL	COUNTY	UNINCORP	30	720	965 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
209TH - FARMINGTON TO KINNAMAN	87	MINOR ARTERIAL	COUNTY	UNINCORP	30	4420	5923 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
209TH - KINNAMAN TO T.V. HIGHWAY	88	MINOR ARTERIAL	COUNTY	UNINCORP	30	1115	1494 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BARNES - LEAHY TO 88TH	131	MINOR ARTERIAL	COUNTY	UNINCORP	30	1230	1648 H		RECONSTRUCTION	RECONSTRUCT TO 5 LANE ULTIMATE SECTION.
EVERGREEN - CORNELIUS PASS TO SHUTE	266	MINOR ARTERIAL	COUNTY	HILLSBORO	30	1150	1541 H		RECONSTRUCTION	RECONSTRUCT TO 3 OR 5 LANE ULTIMATE SECTION.
EVERGREEN - DAWSON CREEK TO SHUTE	267	MINOR ARTERIAL	COUNTY	HILLSBORO	30	1980	2653 H		RECONSTRUCTION	RECONSTRUCT TO 3 OR 5 LANE ULTIMATE SECTION.
EVERGREEN - JACKSON SCHOOL TO GLENCOE	268	MINOR ARTERIAL	COUNTY	HILLS/UNINC	30	1770	2372 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
EVERGREEN - SHUTE TO JACKSON SCHOOL	269	MINOR ARTERIAL	COUNTY	HILLS/UNINC	30	6040	8094 H		RECONSTRUCTION	RECONSTRUCT TO 3 OR 5 LANE ULTIMATE SECTION. SEE ALSO PROJECT #711.
GARDEN HOME - MULTNOMAH TO OLESON	293	MINOR ARTERIAL	COUNTY	PORTLAND	30	540	724 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
GARDEN HOME - OLESON TO 92ND	294	MINOR ARTERIAL	COUNTY	PORT/UNINC	30	1740	2332 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
GLENCOE - HILLSBORO C.L. TO EVERGREEN	304	MINOR ARTERIAL	COUNTY	UNINCORP	30	920	1233 H		RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN/3 LANE ULTIMATE SECTION.
HELVETIA - SUNSET HWY TO WEST UNION	341	MINOR ARTERIAL	COUNTY	HILLS/UNINC	30	1760	2358 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
JENKINS - MURRAY TO CEDAR HILLS	399	MINOR ARTERIAL	COUNTY	BEAV/UNINC	30	1940	2600 L		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION WITH BIKE LANES.
LOWER BOONES FERRY - N CITY LIMITS TO S CITY LIM	443	MINOR ARTERIAL	COUNTY	DURHAM	30	1330	1782 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
MULTNOMAH - MULTNOMAH CO L TO GARDEN HOME	462	MINOR ARTERIAL	COUNTY	PORTLAND	30	750	1005 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
SALTZMAN - BURTON TO THOMPSON	527	MINOR ARTERIAL	COUNTY	UNINCORP	30	2485	3330 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
SALTZMAN - CORNELL TO BURTON	528	MINOR ARTERIAL	COUNTY	UNINCORP	30	3060	4100 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
SALTZMAN - THOMPSON TO LAIDLAW	529	MINOR ARTERIAL	COUNTY	UNINCORP	30	1320	1769 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
SCHOLLS FERRY - B-H HWY TO MULTNOMAH CO. L.	535	MINOR ARTERIAL	COUNTY	UNINCORP	30	950	1273 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
THOMPSON - MULT CO L TO 143RD	615	MINOR ARTERIAL	COUNTY	UNINCORP	30	5130	6874 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
WALKER - MURRAY TO CORNELL	640	MINOR ARTERIAL	COUNTY	UNINCORP	30	7000	9380 H		RECONSTRUCTION	RECONSTRUCT TO 5 LANE ULTIMATE SECTION.
WEST UNION - 143RD TO KAISER	655	MINOR ARTERIAL	COUNTY	UNINCORP	30	465	623 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
WEST UNION - CORNELIUS PASS TO HELVETIA	656	MINOR ARTERIAL	COUNTY	UNINCORP	30	3680	4904 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
WEST UNION - KAISER TO CORNELIUS PASS	658	MINOR ARTERIAL	COUNTY	UNINCORP	30	8220	11015 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
WILSONVILLE - SHERWOOD TO OLD 99W	685	MINOR ARTERIAL	COUNTY	SHER/UNINC	30	2930	3926 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
WILSONVILLE (SUNSET) - SHERWOOD BLVD TO RAPS	688	MINOR ARTERIAL	COUNTY	SHER/UNINC	30	340	456 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION
** Subtotal **						79520	106557			
** PRIORITY 31										
185TH - WEST UNION TO LAIDLAW	42	MAJOR COLLECTOR	COUNTY	UNINCORP	31	640	858 H		CAPACITY	CONSTRUCT NEW 3 LANE ROAD.
170TH EXTENSION - BASELINE TO WALKER	45	MAJOR COLLECTOR	COUNTY	UNINCORP	31	2020	2707 H		CAPACITY	CONSTRUCT NEW 3 LANE ROAD WITH BIKE LANE.
BROOKWOOD - CORNELL TO BASELINE	184	22	COUNTY	HILLS/UNINC	31	2590	3682 H		CAPACITY	CONSTRUCT NEW 2 LANE ROAD CONNECTION. UNDER STUDY BY

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										HILLSBORO.
JACOBSON - CROENI TO WEST UNION	397	MAJOR COLLECTOR	COUNTY	HILLSBORO	31	750	1005	H	CAPACITY	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
JOHNSON - 172ND TO 174TH	402	MAJOR COLLECTOR	COUNTY	UNINCORP	31	700	938	H	CAPACITY	CONSTRUCT 3 LANE ROAD.
KAISER - WEST UNION/143RD TO 158TH	414	MAJOR COLLECTOR	COUNTY	UNINCORP	31	2000	2680	H	CAPACITY	REALIGN ROADWAY.
LAIDLAW - 158TH TO 169TH	426	MAJOR COLLECTOR	COUNTY	UNINCORP	31	1550	2077	H	CAPACITY	CONSTRUCT NEW 3 LANE ROAD.
LAIDLAW - 169TH TO SPRINGVILLE	427	MAJOR COLLECTOR	COUNTY	UNINCORP	31	1640	2198	H	CAPACITY	CONSTRUCT NEW 3 LANE ROAD.
LAIDLAW - KAISER TO 158TH	428	MAJOR COLLECTOR	COUNTY	UNINCORP	31	1080	1447	H	CAPACITY	CONSTRUCT NEW 3 LANE ROAD.
NORA - KEMMER TO EXISTING	481	MAJOR COLLECTOR	COUNTY	UNINCORP	31	520	697	H	CAPACITY	CONSTRUCT 3 LANE ROAD.
SATTERBERG - 165TH TO 155TH	532	MAJOR COLLECTOR	COUNTY	BEAV/UNINC	31	1230	1648	H	CAPACITY	CONSTRUCT 3 LANE ROAD.
SATTERBERG - 170TH TO 165TH	533	MAJOR COLLECTOR	COUNTY	UNINCORP	31	1230	1648	H	CAPACITY	CONSTRUCT 3 LANE ROAD.
SCHOLLS-SHRWD EXT. - EDY TO HIGHWAY 99W	559	MAJOR COLLECTOR	COUNTY	SHERWOOD	31	1100	1474	H	CAPACITY	CONSTRUCT 2 LANE EXTENSION.
SCHOLLS-SHRWD EXT. - SCHOLLS-SHERWOOD TO EDY	560	MAJOR COLLECTOR	COUNTY	SHERWOOD	31	640	858	H	CAPACITY	CONSTRUCT 2 LANE EXTENSION.
TAYLORS FERRY EXTENSION - 80TH TO OLESON	611	MAJOR COLLECTOR	COUNTY	UNINCORP	31	0	0	H	CAPACITY	BUILD NEW 3-LANE ROAD WITH BIKELANES
WEIR EXTENSION - REUSSER TO WEIR	654	MAJOR COLLECTOR	COUNTY	UNINCORP	31	410	549	H	CAPACITY	CONSTRUCT NEW CONNECTION.
** Subtotal **						17810	23866			
** PRIORITY 32										
25TH - HILLSBORO JURIS. TO EVERGREEN	3	MAJOR COLLECTOR	COUNTY	UNINCORP	32	860	1152	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION WITH BIKE LANES.
65TH - I-205 TO BORLAND	5	MAJOR COLLECTOR	COUNTY	TUALATIN	32	470	630	H	RECONSTRUCTION	BUILD TO ULTIMATE SECTION.
69TH - 99W TO PINE	8	MAJOR COLLECTOR	COUNTY	TIGARD	32	310	415	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
71ST - OAK TO PINE	9	MAJOR COLLECTOR	COUNTY	TIGARD	32	155	208	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
80TH - OAK TO TAYLORS FERRY	10	MAJOR COLLECTOR	COUNTY	UNINCORP	32	645	864	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
80TH - TAYLORS FERRY TO OLESON	11	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1120	1501	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
84TH - BARNES TO LEAHY	13	MAJOR COLLECTOR	COUNTY	UNINCORP	32	335	449	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
87TH - BIRCHWOOD TO CANYON RD	14	MAJOR COLLECTOR	COUNTY	UNINCORP	32	645	864	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
90TH - LEAHY TO LEAHY	15	MAJOR COLLECTOR	COUNTY	UNINCORP	32	535	717	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
91ST - BH HWY TO CANYON RD	16	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1050	1407	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
105TH - BLAKE TO AVERY	18	MAJOR COLLECTOR	COUNTY/TUAL	TUAL/UNINC	32	430	576	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
107TH - CORNELL TO LEAHY	19	MAJOR COLLECTOR	COUNTY	UNINCORP	32	290	389	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
108TH - HELENIUS TO BLAKE	20	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1230	1648	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
115TH - CORNELL TO MCDANIEL	22	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1280	1715	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
121ST - GAARDE TO WALNUT	24	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1280	1715	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
131ST - FISHER TO BEEF BEND	26	MAJOR COLLECTOR	COUNTY	UNINCORP	32	780	1045	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION. PROJECT HALF IN CITY.
143RD - BURTON TO THOMPSON	28	MAJOR COLLECTOR	COUNTY	UNINCORP	32	880	1179	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
143RD - CORNELL TO BURTON	29	MAJOR COLLECTOR	COUNTY	UNINCORP	32	610	817	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
150TH - BEEF BEND TO BULL MTN	31	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1490	1997	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
155TH - WEIR TO BEARD	32	MAJOR COLLECTOR	COUNTY	BEAVERTON	32	585	784	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
160TH - BLANTON TO TV HWY	38	MAJOR COLLECTOR	COUNTY	UNINCORP	32	155	208	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
160TH - DAVIS TO DIVISION	39	MAJOR COLLECTOR	COUNTY	UNINCORP	32	650	871	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANES.
160TH - DIVISION TO FARMINGTON	40	MAJOR COLLECTOR	COUNTY	UNINCORP	32	300	402	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANES.
160TH - FARMINGTON TO BLANTON	41	MAJOR COLLECTOR	COUNTY	UNINCORP	32	300	402	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANES.
170TH - OAK TO FARMINGTON	46	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1105	1481	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
178TH - RIGERT TO BANEY	47	MAJOR COLLECTOR	COUNTY	UNINCORP	32	890	1193	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION
174TH - BRONSON TO WEST UNION	53	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1920	2573	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION
185TH - BANY TO OASSNER	54	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1130	1514	H	RECONSTRUCTION	ADD TURN LANES.

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(1) PROJECT	INDEX NUMBER	FUNCTIONAL CLASS	JURISDICTION	LOCATION	T. PLAN PRIORITY	TPU COST ESTIMATE	1990 COST INFLATED	TPU FUNDING SCENARIO	IMPROVEMENT TYPE	(11) PROJECT DESCRIPTION
197TH - ROCK TO BASELINE	71	MAJOR COLLECTOR	COUNTY	UNINCORP	32	975	1306 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
198TH - ALEXANDER TO JOHNSON	73	MAJOR COLLECTOR	COUNTY	UNINCORP	32	415	556 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
198TH - BLANTON TO TV HWY	74	MAJOR COLLECTOR	COUNTY	UNINCORP	32	355	476 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
198TH - FARMINGTON TO ROSA	75	MAJOR COLLECTOR	COUNTY	UNINCORP	32	950	1273 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
198TH - JOHNSON TO ROCK	76	MAJOR COLLECTOR	COUNTY	UNINCORP	32	690	925 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
198TH - KINNAMAN TO BLANTON	77	MAJOR COLLECTOR	COUNTY	UNINCORP	32	280	375 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
198TH - ROSA TO KINNAMAN	78	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1220	1635 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
198TH - TV HWY TO ALEXANDER	79	MAJOR COLLECTOR	COUNTY	UNINCORP	32	180	241 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
205TH - BASELINE TO QUATAMA	84	MAJOR COLLECTOR	COUNTY	UNINCORP	32	900	1205 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
206TH - QUATAMA TO CORNELL	85	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1370	1836 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
209TH - ALEXANDER TO JOHNSON	86	MAJOR COLLECTOR	COUNTY	UNINCORP	32	300	402 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
209TH - TV HWY TO ALEXANDER	89	MAJOR COLLECTOR	COUNTY	UNINCORP	32	340	456 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
229TH/231ST - BASELINE TO ALDER	95	MAJOR COLLECTOR	COUNTY	HILLSBORO	32	1700	2278 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION. UNDER STUDY BY CITY OF HILLSBORO. PARTIALLY DONE BY CORNELL ROAD PROJECT.
239TH - FRANCES TO GOLDEN	97	MAJOR COLLECTOR	COUNTY	HILL/UNINC	32	100	134 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
268TH - AIRPORT TO EVERGREEN	98	MAJOR COLLECTOR	COUNTY	UNINCORP	32	940	1260 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
AIRPORT - GRAVEL TO 268TH	101	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1780	2385 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
AIRPORT - SHUTE TO GRAVEL	102	MAJOR COLLECTOR	COUNTY	HILLSBORO	32	290	389 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
ALEXANDER - 170TH TO 209TH	103	MAJOR COLLECTOR	COUNTY	UNINCORP	32	2960	3966 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BANEY - 170TH TO 179TH	127	MAJOR COLLECTOR	COUNTY	UNINCORP	32	730	978 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BANEY - 179TH TO 185TH	128	MAJOR COLLECTOR	COUNTY	UNINCORP	32	500	670 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BEEF BEND - 131ST TO 150TH	158	MAJOR COLLECTOR	COUNTY	UNINCORP	32	3200	4288 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BENTLEY - 32ND TO BROOKWOOD	166	COLLECTOR	COUNTY/HILLS	HILLSBORO	32	530	710 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BLAKE - 105TH TO 108TH	167	MAJOR COLLECTOR	COUNTY	UNINCORP	32	210	281 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BRIDGEPORT - BOONES FERRY TO 72ND	178	MAJOR COLLECTOR	COUNTY	DURHAM	32	710	951 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BRONSON - CORNELL TO 185TH	179	MAJOR COLLECTOR	COUNTY	UNINCORP	32	2700	3618 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BROOKWOOD - BASELINE TO BRIDGE	181	??	COUNTY	HILLS/UNINC	32	2690	3605 M		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
BULL MOUNTAIN - 150TH TO HWY 99W	187	MAJOR COLLECTOR	COUNTY	TIG/UNINC	32	3130	4194 H		RECONSTRUCTION	MSTIP APPROVED
BULL MOUNTAIN - BEEF BEND TO 150TH	189	MAJOR COLLECTOR	COUNTY	UNINCORP	32	855	1146 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION. PARTLY IN THE TIGARD PLANNING AREA.
BUTNER - CEDAR HILLS TO MURRAY	191	MAJOR COLLECTOR	COUNTY	UNINCORP	32	2040	2734 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
CIPOLE - HERMAN TO HWY 99W	207	MAJOR COLLECTOR	COUNTY	TUALATIN	32	1100	1474 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
CIPOLE - TUALATIN-SHRWD TO HERMAN	208	MAJOR COLLECTOR	COUNTY	TUAL/SHER/UN	32	655	878 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
CROENI - JACOBSON TO WAGON WAY	246	MAJOR COLLECTOR	COUNTY	HILLSBORO	32	490	657 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
DAVID HILL - THATCHER TO HGR	250	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1240	1662 H		RECONSTRUCTION	RECONSTRUCT TO ULTIMATE DESIGN.
DAVIS - 155TH TO 160TH	251	MAJOR COLLECTOR	COUNTY	BEAV/UNINC	32	1260	1688 H		RECONSTRUCTION	RECONSRUCT TO 3 LANE ULTIMATE SECTION.
EDY - HWY 99W TO ELWERT	262	MAJOR COLLECTOR	COUNTY	SHER/UNINC	32	2480	3323 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION. PARTLY CITY/PARTLY IN PLANNING AREA.
FISCHER - 99W TO 131ST	284	MAJOR COLLECTOR	COUNTY	KC/UNINC	32	1100	1474 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
FRANCES - 219TH TO 239TH	288	MAJOR COLLECTOR	COUNTY	HILLS/UNINC	32	1690	2265 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
GASSNER - 185TH TO KEMMER	298	MAJOR COLLECTOR	COUNTY	UNINCORP	32	390	523 H		RECONSTRUCTION	RECONSTRUCT TO ULTIMATE DESIGN.
GASSNER - KEMMER TO MILLER HILL	299	MAJOR COLLECTOR	COUNTY	UNINCORP	32	430	576 H		RECONSTRUCTION	RECONSTRUCT TO ULTIMATE DESIGN.
GASSNER - MILLER HILL TO GRARHGRR	300	MAJOR COLLECTOR	COUNTY	UNINCORP	32	750	1005 H		RECONSTRUCTION	RECONSTRUCT TO ULTIMATE DESIGN.
GRAHAMS FERRY - HELENIUS TO IBACH	312	MAJOR COLLECTOR	COUNTY	TUAL/UNINC	32	1110	1487 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
HELENIUS - GRAHAMS FERRY TO 108TH	340	MAJOR COLLECTOR	COUNTY	UNINCORP	32	290	389 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
IBACH - 108TH TO BOONES FERRY	348	MAJOR COLLECTOR	COUNTY	TUAL/UNINC	32	1020	1367 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
IBACH - BOONES FERRY TO MARTINAZZI	349	MAJOR COLLECTOR	COUNTY	TUAL/UNINC	32	355	476 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
JACKSON SCHOOL - HAREWOOD TO EVERGREEN	395	MAJOR COLLECTOR	COUNTY	UNINCORP	32	590	791 H		RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.

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JOHNSON - 170TH TO 172ND	401	MAJOR COLLECTOR	COUNTY	UNINCORP	32	290	389	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
JOHNSON - 174TH TO 185TH	403	MAJOR COLLECTOR	COUNTY	UNINCORP	32	535	717	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
JOHNSON - 185TH TO 192ND	404	MAJOR COLLECTOR	COUNTY	UNINCORP	32	595	797	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
JOHNSON - 192ND TO 198TH	405	MAJOR COLLECTOR	COUNTY	UNINCORP	32	440	590	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
JOHNSON - 198TH TO 209TH	406	MAJOR COLLECTOR	COUNTY	UNINCORP	32	785	1052	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
JOHNSON - 209TH TO 219TH	407	MAJOR COLLECTOR	COUNTY	UNINCORP	32	780	1045	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
KAISER - LAIDLAW TO SPRINGVILLE	411	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1170	1568	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
KAISER - WEST UNION TO LAIDLAW	413	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1380	1849	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
KEMMER - REUSSER TO KEMMER VIEW	415	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1900	2546	H	RECONSTRUCTION	SEE PROJECT #147 RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
KINNAMAN - 185TH TO 198TH	419	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1260	1688	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
KINNAMAN - 198TH TO 209TH	420	MAJOR COLLECTOR	COUNTY	UNINCORP	32	785	1052	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
KINNAMAN - FARMINGTON TO 185TH	421	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1035	1387	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
LAIDLAW - MULT CO L TO SALTZMAN RD	429	MAJOR COLLECTOR	COUNTY	UNINCORP	32	220	295	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
LAIDLAW - SALTZMAN TO KAISER	430	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1560	2090	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
LAURELWOOD (82ND) - 8-H HWY TO BIRCHWOOD	432	MAJOR COLLECTOR	COUNTY	UNINCORP	32	630	844	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
LAURELWOOD (82ND) - SCHOLLS FERRY TO B-H HWY	433	MAJOR COLLECTOR	COUNTY	UNINCORP	32	630	844	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
LEAHY - 107TH TO 90TH	434	MAJOR COLLECTOR	COUNTY	UNINCORP	32	3530	4730	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
LEAHY - 90TH TO 84TH	435	MAJOR COLLECTOR	COUNTY	UNINCORP	32	310	415	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
LOCUST - HALL TO 80TH	439	MAJOR COLLECTOR	COUNTY	UNINCORP	32	530	710	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
LOCUST - HALL TO GREENBURG	440	MAJOR COLLECTOR	COUNTY	TIG/UNINC	32	915	1226	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION. PARTLY IN CITY / PARTLY IN PLANNING AREA.
MCDANIEL - MULT CO L - 119TH	451	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1220	1635	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
MCEWAN - COUNTY LINE TO COUNTY LINE	453	MAJOR COLLECTOR	COUNTY	LAKE OSWEGO	32	890	1193	H	RECONSTRUCTION	RECONSTRUCT TO ULTIMATE SECTION.
MEINECKE - SHERWOOD C.L. TO HWY 99W	454	MAJOR COLLECTOR	COUNTY	UNINCORP	32	300	402	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
MILLER - BARNES RD TO MULT CO L	456	MAJOR COLLECTOR	COUNTY	UNINCORP	32	420	563	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
MILLER HILL - GASSNER TO FARMINGTON	457	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1240	1662	H	RECONSTRUCTION	RECONSTRUCT TO ULTIMATE SECTION.
MURDOCK - BAKER TO SHERWOOD C.L.	463	MAJOR COLLECTOR	COUNTY	UNINCORP	32	550	737	H	RECONSTRUCTION	RECONSTRUCT TO ULTIMATE SECTION.
MURDOCK - TUALATIN-SHRWD TO WILSONVILLE	464	MAJOR COLLECTOR	COUNTY	SHR/UNINC	32	670	898	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
NORA - DE TO 155TH	480	MAJOR COLLECTOR	COUNTY	BEAVERTON	32	525	704	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
NORTH - GLENCOE TO GORDON	482	MAJOR COLLECTOR	COUNTY	NP/UNINCORP	32	1520	2037	H	RECONSTRUCTION	RECONSTRUCT TO ULTIMATE SECTION.
OAK - 170TH TO 160TH	484	MAJOR COLLECTOR	COUNTY	UNINCORP	32	785	1052	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
OAK - 71ST TO 80TH	485	MAJOR COLLECTOR	COUNTY	UNINCORP	32	595	797	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
OAK - 80TH TO HALL	486	MAJOR COLLECTOR	COUNTY	UNINCORP	32	500	670	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
OLD 99W - WILSONVILLE RD TO 99W(N)	490	MAJOR COLLECTOR	COUNTY	UNINCORP	32	440	590	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
PARK WAY - HWY 217 TO CEDAR HILLS	502	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1320	1769	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
QUATAMA - 206TH TO 218TH	506	MAJOR COLLECTOR	COUNTY	UNINCORP	32	810	1085	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
REUSSER - WEIR TO RIGERT	508	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1190	1595	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
RIGERT - 170TH TO REUSSER	510	MAJOR COLLECTOR	COUNTY	UNINCORP	32	340	456	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
ROCK - 197TH TO 198TH	514	MAJOR COLLECTOR	COUNTY	UNINCORP	32	95	127	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
ROCK - 198TH TO 206TH	515	MAJOR COLLECTOR	COUNTY	UNINCORP	32	610	817	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
ROCK - 206TH TO 219TH	516	MAJOR COLLECTOR	COUNTY	UNINCORP	32	970	1300	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
ROSA - 185TH TO 192ND	519	MAJOR COLLECTOR	COUNTY	UNINCORP	32	595	797	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
ROSA - 192ND TO 198TH	520	MAJOR COLLECTOR	COUNTY	UNINCORP	32	500	670	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
ROSA - 198TH TO 209TH	521	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1010	1353	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
ROSA - 185TH TO FARMINGTON	522	MAJOR COLLECTOR	COUNTY	UNINCORP	32	0	0	H	RECONSTRUCTION	RECONSTRUCT TO ULTIMATE 3-LANE SECTION.
TAYLORS FERRY - MULTNOMAH CO L TO 80TH	610	MAJOR COLLECTOR	COUNTY	TIG/UNINC	32	1153	1552	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
THATCHER - GALES CREEK TO DAVID HILL	613	MAJOR COLLECTOR	COUNTY	FG/UNINC	32	1145	1538	H	RECONSTRUCTION	RECONSTRUCT TO ULTIMATE SECTION.

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TUALATIN-SHERWOOD - EDY TO OREGON	628	MAJOR COLLECTOR	COUNTY	SHER/UNINC	32	1270	1702	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
WALKER - HWY 217 TO CANYON	638	MAJOR COLLECTOR	COUNTY	UNINCORP	32	1050	1407	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
WALKER - HWY 217 TO MURRAY	639	??	COUNTY	BEAV/UNINC	32	2400	3216	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION, WITH BIKE PATH.
WALNUT - 121ST TO 135TH	648	MAJOR COLLECTOR	COUNTY	TIG/UNINC	32	1260	1688	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
WALNUT - TIEDEMAN TO 121ST	650	MAJOR COLLECTOR	COUNTY	TIG/UNINC	32	130	174	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
WEIR - BEAVERTON C.L. TO REUSSER	653	MAJOR COLLECTOR	COUNTY	UNINCORP	32	780	1045	H	RECONSTRUCTION	RECONSTRUCT TO 3 LANE ULTIMATE SECTION.
** Subtotal **						114985	154082			
*** Total ***						291125	390117			

TABLE III.H

TRANSIT PROJECTS

(1) PROJECT	(2) PROJECT TYPE	YEAR	COST
SHORT-TERM			
Transit Service Expansion	#57 Forest Grove - new express trips	FY 90-91	N/A
	#89 Rock Creek - new peak capacity	FY 90-91	N/A
LONG-TERM			
Westside Corridor Project	Light Rail Transit	FY 97-98	$450 - 500 Million (Operational)
Transit Service Expansion		Subject to Annual Review	

TABLE III.I
ODOT
TRANSPORTATION PROJECTS WITH COMMITTED CONSTRUCTION FUNDING
ESTIMATED EXPENDITURES BY FISCAL YEAR
(IN THOUSANDS OF DOLLARS)

PROJECT	INDEX NUMBER	PROJECT TYPE	CONST. F. YEAR	PRIOR YEARS	FY 90-91	FY 91-92	FY 92-93	FY 93-94	FY 94-95	FY 95-96	FY 96-97	TOTAL MAJOR FUNDING COST	SOURCE	COUNTY FUNDS	TOTAL UNFUNDED	PAGE
** FY 90/91																
BOONES FY/BRIDGEPORT - INTERSECTION	176	SAFETY	90/91	41	259	0	0	0	0	0	0	300	HES, FAU-C	0	0	25
DURHAM - HALL TO UPPER BOONES FERRY	260	RECONSTRUCTION	91/92	0	121	670	1884	0	0	0	0	2675	MSTIP 2	2675	0	75
FARMINGTON/170TH - INTERSECTION	274	SAFETY/CAPACITY	90/91	41	229	0	0	0	0	0	0	270	TIF, MSTIP 1	250	20	32
FARMINGTON/185TH - INTERSECTION	275	SAFETY/CAPACITY	90/91	29	130	0	0	0	0	0	0	159	TIF, MSTIP 1	140	19	33
HALL/BURNHAM - INTERSECTION	328	SAFETY	90/91	0	130	0	0	0	0	0	0	130	STATE	0	0	39
HALL/DURHAM - INTERSECTION	329	SAFETY	90/91	0	0	0	0	0	0	0	0	0	TIGARD BOND	0	0	40
HALL/OAK - INTERSECTION	331	SAFETY	90/91	113	136	0	0	0	0	0	0	249	STATE	0	0	41
HALL/PFAFFLE - INTERSECTION	333	SAFETY	90/91	0	73	0	0	0	0	0	0	73	STATE	0	0	42
HALL/WASHINGTON - INTERSECTION	335	SAFETY	90/91	0	100	0	0	0	0	0	0	100	STATE	0	0	43
HWY 47 - FOREST GROVE TO BANKS	362	RECONSTRUCTION	94/95	0	0	0	0	0	2910	0	0	2910	FAP, STATE	0	0	102
HWY 99W - GREENBURG TO TUALATIN RIVER	364	SAFETY/CAPACITY	90/91	0	1350	0	0	0	0	0	0	1350	AOH	0	0	44
HWY 99W - PFAFFLE TO COMMERCIAL	367	SAFETY/CAPACITY	92/93	0	475	0	5200	0	0	0	0	5975	AOH	0	0	84
HWY 99W - SHERWOOD TO GARLAND	368	RECONSTRUCTION	90/91	0	1000	0	0	0	0	0	0	1000	AOH	0	0	45
HWY 99W - TUALATIN RIVER TO CO. LINE	369	RECONSTRUCTION	92/93	0	0	0	3930	0	0	0	0	3930	STATE	0	0	85
HWY 99W/EDY - INTERSECTION (SIX CORNERS)	377	SAFETY/CAPACITY	90/91	0	500	4900	0	0	0	0	0	5400	MSTIP 2, AOH	500	0	46
HWY 99W/GAAROE - INTERSECTION	380	SAFETY/CAPACITY	90/91	0	850	0	0	0	0	0	0	850	TIGARD BOND	0	0	47
I-5 - HWY 217 TO I-205 LANDSCAPING	383	LNDSCP	93/94	0	0	0	0	700	0	0	0	700	I-4R	0	0	92
I-5 - LOWER BOONES FY TO SAGERT	384	CAPACITY	90/91	0	6920	0	0	0	0	0	0	6920	I-4R, STATE	0	0	48
I-5 - UPPER BOONES FERRY TO I-205	385	CAPACITY	90/91	0	3400	0	0	0	0	0	0	3400	I-4R, STATE	0	0	49
I-5/HWY 217 - INTERCHANGE	386	CAPACITY	93/94	0	0	0	0	0	0	0	0	45000		0	45000	123
I-5/I-205 INTERCHANGE	387	CAPACITY	90/91	0	780	0	0	0	0	0	0	780	I-4R, STATE	0	0	50
I-5/STAFFORD - INTERCHANGE	388	CAPACITY	93/94	0	0	0	0	7550	0	0	0	7550	I-4R	0	0	93
SCHOLLS FERRY - MURRAY TO FANNO CREEK	539	SAFETY/CAPACITY	90/91	1190	6310	0	0	0	0	0	0	7500	STA-MOD, STATE, MSTIP 1	1770	0	55
SCHOLLS FERRY - SPRR CROSSING TO HWY 217	541	SAFETY/CAPACITY	91/92	0	740	0	0	0	0	0	0	740	STATE	0	0	77
SCHOLLS FERRY/BEEF BEND - INTERSECTION	544	SAFETY	90/91	0	140	0	0	0	0	0	0	140	FAS, STATE	0	0	56
SCHOLLS FERRY/DENNEY - INTERSECTION	547	SAFETY	90/91	48	250	0	0	0	0	0	0	298	FAS, MSTIP 1	125	33	57
SUNSET HWY/185TH - INTERCHANGE	572	SAFETY/CAPACITY	91/92	0	0	6000	0	0	0	0	0	6000	STATE	0	0	79
SUNSET HWY/CORNELL - INTERCHANGE	574	CAPACITY	90/91	5400	12000	0	0	0	0	0	0	17400	STA-MOD, STATE	0	0	59
SUNSET HWY/MURRAY - INTERCHANGE	577	CAPACITY	90/91	1535	5500	0	0	0	0	0	0	7035	FAP, STATE	0	0	60
T.V. HWY - MAIN TO SHUTE PARK - PHASE I	582	SAFETY/CAPACITY	90/91	3890	1780	0	0	0	0	0	0	5670	MSTIP 1, FAIX, CITY	2900	450	61
T.V. HWY - SHUTE PARK TO 21ST - PHASE II	584	SAFETY/CAPACITY	92/93	0	0	0	3970	0	0	0	0	3970	FAP, STATE	0	0	87
T.V. HWY - 160TH TO 21ST	585	SAFETY/RECONSTR	90/91	0	2580	0	0	0	0	0	0	2580	FAP, STATE	0	0	62
T.V. HWY/170TH - INTERSECTION	588	SAFETY/CAPACITY	90/91	0	25	0	0	0	0	0	0	25	STATE	0	0	63
T.V. HWY/198TH - INTERSECTION	591	SAFETY	90/91	0	25	0	0	0	0	0	0	25	STATE	0	0	64
T.V. HWY/1ST - 9TH - INTERSECTIONS	592	SAFETY	90/91	0	800	0	0	0	0	0	0	800	FAP, STATE	0	0	65
T.V. HWY/BROOKWOOD - INTERSECTION	598	SAFETY/CAPACITY	90/91	0	25	0	0	0	0	0	0	25	STATE	0	0	66
WILSON RIVER HWY - MP 40.81	662	SAFETY/CAPACITY	90/91	0	20	0	0	0	0	0	0	20	STATE	0	0	69
** Subtotal **				12287	45648	11570	14984	8250	2910	0	0	141949		8360	45522	
** FY 91/92																
CANYON/ 87TH - INTERSECTION	192	SAFETY	91/92	0	0	80	0	0	0	0	0	80	STATE	0	0	71
CANYON/CANYON LANE - INTERSECTION	196	RECONSTRUCTION	91/92	0	0	80	0	0	0	0	0	80	STATE	0	0	72
CANYON/WALKER - INTERSECTION	198	SAFETY	91/92	0	0	80	0	0	0	0	0	80	HES, STATE	0	0	73
SUNSET HWY - 75TH TO 79TH - GDRL	569	SAFETY	91/92	0	0	10	0	0	0	0	0	10	STATE	0	0	78

TABLE III.1
ODOT
TRANSPORTATION PROJECTS WITH COMMITTED CONSTRUCTION FUNDING
ESTIMATED EXPENDITURES BY FISCAL YEAR
(IN THOUSANDS OF DOLLARS)

PROJECT	INDEX NUMBER	PROJECT TYPE	CONST. F. YEAR	PRIOR YEARS	FY 90-91	FY 91-92	FY 92-93	FY 93-94	FY 94-95	FY 95-96	FY 96-97	TOTAL MAJOR FUNDING COST SOURCE	COUNTY FUNDS	TOTAL UNFUNDED	PAGE
** Subtotal **				0	0	250	0	0	0	0	0	250	0	0	
** FY 92/93															
HWY 99W/TUALATIN - INTERSECTION	381	SAFETY/CAPACITY	93/94	0	0	0	25	675	0	0	0	700 STATE	0	0	91
SCHOLLS FERRY/JAMIESON - INTERSECTION	550	SAFETY	92/93	0	0	0	150	0	0	0	0	150 STATE	0	0	86
** Subtotal **				0	0	0	175	675	0	0	0	850	0	0	
** FY 93/94															
HWY 217 - SUNSET HWY TO SCHOLLS FERRY	351	CAPACITY	93/94	0	0	0	0	450	0	0	0	450 FAP, STATE	0	0	90
SUNSET HWY - M.P. 47 TO M.P. 48.5	571	SAFETY/CAPACITY	93/94	0	0	0	0	300	0	0	0	300 FAP	0	0	94
SUNSET HWY - KATHERINE TO SYLVAN	570	CAPACITY	93/94	0	0	0	0	30000	0	0	0	30000	0	0	0
SUNSET HWY/HELVETIA - INTERCHANGE	575	CAPACITY	94/95	0	0	0	0	0	2500	0	0	2500 FAP, STATE	0	0	103
** Subtotal **				0	0	0	0	30750	2500	0	0	33250	0	0	
** FY 95/96															
HWY 219 - FARMINGTON TO SCHOLLS	354	RECONSTRUCTION	95/96	0	0	0	0	0	0	2320	0	2320 STATE	0	0	106
** Subtotal **				0	0	0	0	0	0	2320	0	2320	0	0	
** FY 96/97															
HWY 217/GREENBURG - INTERCHANGE	353	CAPACITY	96/97	0	0	0	0	0	0	0	2000	2000 MSTIP 2	2000	0	107
** Subtotal **				0	0	0	0	0	0	0	2000	2000	2000	0	
*** Total ***				12287	46648	11820	15159	39675	5410	2320	2000	180619	10360	45522	

TABLE III.J
ODOT
TRANSPORTATION PROJECTS WITH COMMITTED DEVELOPMENT FUNDING
ESTIMATED EXPENDITURES BY FISCAL YEAR
(IN THOUSANDS OF DOLLARS)

PROJECT	INDEX NUMBER	PROJECT TYPE	ESTIMATED CONSTR. FISCAL YR	TOTAL COST	COUNTY FUNDS	TOTAL COMMITTED FUNDS	TOTAL UNFUNDED	PROJECT DESCRIPTION	PAGE
B-H HWY/OLESON/SCHOLLS - INTERSECTION	123	SAFETY/CAPACITY	UNSCD	1020	100	100	920	THIS INTERSECTION WITH FIVE APPROACHES AND MULTIPLE SIGNALS NEEDS TO BE IMPROVED TO ELIMINATE CONFUSION AND TO REDUCE THE NUMBER OF INTERSECTION APPROACHES. EITHER OLESON OR SCHOLLS FERRY MAY BE REALIGNED TO CREATE A 4-WAY INTERSECTION, THOUGH A FINAL SOLUTION WILL DEPEND ON FURTHER TRAFFIC AND DESIGN STUDIES. COUNTY FUNDS FROM MSTIP 1. ($693,000 SHORTFALL, PLUS $227,000 HES FUNDS ARE ON HOLD) (NOT IN ODOT 91-96 PROGRAM)	116
FARMINGTON - MURRAY TO 209TH	272	SAFETY/CAPACITY	94/95	13000	3450	3450	9550	FARMINGTON WILL BE WIDENED TO FIVE LANES FROM MURRAY TO 185TH AND TO THREE LANES TO 209TH. SIDEWALKS AND BIKE LANES WILL BE INCLUDED. PROJECT INCLUDES IMPROVEMENTS TO THE FOLLOWING INTERSECTIONS: FARMINGTON/MURRAY, 154TH, 160TH, 170TH, 176TH, 179TH, MTN VIEW SCHOOL, 198TH, 209TH. COUNTY FUNDS FROM MSTIP 1. DEVELOPMENT PROJECT SCHEDULED FOR FIELD SURVEY IN 92/93 IN THE 91-96 PROGRAM ($9,550,000 SHORTFALL)	118
FARMINGTON/MURRAY - INTERSECTION	278	SAFETY	94/95	0	0	0	365	ADD DUAL LEFT TURN LANES ON MURRAY. ORIGINALLY PART OF FARMINGTON - MURRAY TO 209TH PROJECT. ODOT DOESN'T WANT TO CONSTRUCT AS PART OF FARMINGTON PROJECT, AND INSTEAD MAY WANT TO TREAT AS A SEPARATE PROJECT.	119
HWY 217 - TV HWY TO 72ND	349	CAPACITY	UNSCD	12800	0	0	12800	WIDEN TO SIX LANES (OR AUXILIARY LANES). FEIS 1994 IN 1991-96 ODOT SIX YEAR PROGRAM.	120
HWY 217/SUNSET HWY - KATHERINE TO TV HWY	352	CAPACITY	93/94	40000	0	0	40000	WIDEN TO SIX LANES. PROJECT CONSTRUCTION PARTLY IN CONJUNCTION WITH WESTSIDE LRT. IN 1991-96 ODOT SIX-YEAR PROGRAM FOR ROW 1994.	121
SUNSET HWY - HWY 217 TO CORNELIUS PASS	570	CAPACITY	96/97	30000	0	0	30000	WIDEN TO SIX LANES. PROJECT IMPROVEMENTS PARTLY IN CONJUNCTION WITH WESTSIDE LRT CONSTRUCTION. 1991-1996 ODOT SIX-YEAR PROGRAM CALLS FOR ROW IN 1996.	131
SUNSET HWY/JACKSON - INTERCHANGE	576	SAFETY/CAPACITY	96/97	4907	0	107	4800	CONSTRUCT FULL INTERCHANGE. LISTED IN ODOT 1991-1996 SIX-YEAR PROGRAM FOR FINAL PLANS 95/96.	132
TUALATIN-HILLSBORO CORRIDOR - EIS/PE	626	CAPACITY	UNSCD	166600	0	1600	165000	CORRIDOR ANALYSIS, PRELIMINARY ENGINEERING/ENVIRONMENTAL IMPACT STATEMENT FOR "WESTSIDE BYPASS" FROM TUALATIN (I-5) TO HILLSBORO (US 26). FEIS SCHEDULED FOR 1991. COST FOR CONSTRUCTION ESTIMATED AT THIS TIME TO BE $165,000,000.	134
*** Total ***				268327	3550	5257	263435		

TABLE III.K
ODOT
UNFUNDED TRANSPORTATION PROJECTS
SORTED BY TRANSPORTATION PLAN PRIORITY

PROJECT	INDEX NUMBER	FUNCTIONAL CLASS	JURISDICTION	LOCATION	T. PLAN PRIORITY	TPU COST ESTIMATE	1990 COST INFLATED	TPU FUNDING SCENARIO	IMPROVEMENT TYPE	PROJECT DESCRIPTION
** PRIORITY 1										
CANYON/FARMINGTON - HWY 217 TO MURRAY	197	REGIONAL ARTERIAL	STATE	BEAVERTON	1	6500	8710 L		SAFETY/CAPACITY	CREATE ONE-WAY COUPLET WITH CONNECTOR ROADS. OTHER ALTERNATIVES ARE ALSO BEING STUDIED BY BEAVERTON.
HWY 99W - I-5 TO GREENBURG	365	REGIONAL ARTERIAL	STATE	TIGARD	1	3500	4690 L		SAFETY/CAPACITY	WIDEN TO SEVEN LANES WITH BIKE LANES.
** Subtotal **						10000	13400			
** PRIORITY 2										
8-H HWY/HWY 217 RAMPS - INTERSECTION	119	MAJOR ARTERIAL	STATE	BEAVERTON	2	1300	1742 L		SAFETY/CAPACITY	RAMP/FRONTAGE ROAD IMPROVEMENTS.
HWY 99W/WALNUT - INTERSECTION	382	MAJOR ARTERIAL	STATE	TIGARD	2	100	134 L		SAFETY/CAPACITY	INTERSECTION IMPROVEMENTS.
** Subtotal **						1400	1876			
** PRIORITY 5										
8-H HWY - SCHOLLS TO FARMINGTON	111	MAJOR ARTERIAL	STATE	BEAV/UNINC	5	0	0 L		SAFETY	INTERSECTION IMPROVEMENTS, SIGNAL INTERTIES FOR SEVERAL INTERSECTIONS. SEE EACH INDIVIDUAL PROJECT FOR COSTS. TOTAL COST IS $825,000.
8-H HWY/ 78TH - INTERSECTION	112	MAJOR ARTERIAL	STATE	BEAVERTON	5	25	34 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/ 96TH - INTERSECTION	113	MAJOR ARTERIAL	STATE	BEAVERTON	5	25	34 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/103RD - INTERSECTION	114	MAJOR ARTERIAL	STATE	BEAVERTON	5	50	67 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/107TH - INTERSECTION	115	MAJOR ARTERIAL	STATE	BEAVERTON	5	200	268 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/109TH - INTERSECTION	116	MAJOR ARTERIAL	STATE	BEAVERTON	5	50	67 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/110TH - INTERSECTION	117	MAJOR ARTERIAL	STATE	BEAVERTON	5	50	67 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/GRIFFITH - INTERSECTION	118	MAJOR ARTERIAL	STATE	BEAVERTON	5	50	67 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/JAMIESON - INTERSECTION	120	MAJOR ARTERIAL	STATE	BEAVERTON	5	50	67 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/LAURELWOOD - INTERSECTION	121	MAJOR ARTERIAL	STATE	BEAVERTON	5	175	234 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/LOMBARD (EAST LEG) - INTERSECTION	122	MAJOR ARTERIAL	STATE	BEAVERTON	5	50	67 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
8-H HWY/WESTERN - INTERSECTION	124	MAJOR ARTERIAL	STATE	BEAVERTON	5	100	134 L		SAFETY	INTERSECTION IMPROVEMENTS. PART OF 8-H HWY - SCHOLLS TO FARMINGTON PROJECT.
HWY 99W/64TH - INTERSECTION	370	MAJOR ARTERIAL	STATE	TIGARD	5	50	67 L		SAFETY	INTERSECTION IMPROVEMENTS.
HWY 99W/71ST/VILLA RIDGE - INTERSECTION	371	MAJOR ARTERIAL	STATE	TIGARD	5	50	67 L		SAFETY	INTERSECTION IMPROVEMENTS.
HWY 99W/DURHAM - INTERSECTION	376	MAJOR ARTERIAL	STATE	TIGARD	5	220	295 L		SAFETY	INTERSECTION IMPROVEMENTS.
** Subtotal **						1145	1535			
** PRIORITY 10										
SCHOLLS FERRY - HWY 217 TO 121ST	538	MAJOR ARTERIAL	STATE	BVTN/TGRD	10	1490	1997 L		CAPACITY	WIDEN TO SEVEN LANES WITH BIKE LANES.

TABLE III.K
ODOT
UNFUNDED TRANSPORTATION PROJECTS
SORTED BY TRANSPORTATION PLAN PRIORITY

PROJECT	INDEX NUMBER	FUNCTIONAL CLASS	JURISDICTION	LOCATION	T. PLAN PRIORITY	TPU COST ESTIMATE	1990 COST INFLATED	TPU FUNDING SCENARIO	IMPROVEMENT TYPE	PROJECT DESCRIPTION
** Subtotal **						1490	1997			
** PRIORITY 11										
ALLEN/HWY 217 SB - INTERSECTION	108	MINOR ARTERIAL	STATE	BEAVERTON	11	20	27 L	CAPACITY	INTERSECTION/RAMP IMPROVEMENTS.	
** Subtotal **						20	27			
** PRIORITY 14										
BOONES FERRY - AVERY TO GRAHAMS FERRY	170	MINOR ARTERIAL	STATE	TUALATIN	14	730	978 L	RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN.	
BOONES FERRY - GRAHAMS FERRY - WESTERN BYPASS	172	MINOR ARTERIAL	STATE	TUALATIN	14	460	616 L	RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN.	
BOONES FERRY - TUALATIN-SHERWOOD TO AVERY	175	MINOR ARTERIAL	STATE	TUALATIN	14	780	1045 L	RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN.	
SCHOLLS FERRY - HALL TO 8-H HIGHWAY	537	MINOR ARTERIAL	STATE	UNINCORP	14	6790	9099 L	RECONSTRUCTION	RECONSTRUCT TO THREE LANES.	
** Subtotal **						8760	11738			
** PRIORITY 17										
HWY 99W/ELWERT - INTERSECTION	378	REGIONAL ARTERIAL	STATE	SHER/UNINC	17	150	201 H	SAFETY/CAPACITY	INTERSECTION IMPROVEMENTS.	
T.V. HWY/185TH - INTERSECTION	590	REGIONAL ARTERIAL	STATE	UNINCORP	17	35	35 H	SAFETY/CAPACITY	ADD DUAL LEFT TURN LANES. PART OF TV HWY - MURRAY TO WITCH HAZEL.	
T.V. HWY/CEDAR HILLS - INTERSECTION	599	REGIONAL ARTERIAL	STATE	BEAVERTON	17	100	134 H	SAFETY/CAPACITY	INTERSECTION IMPROVEMENTS.	
T.V. HWY/HALL - INTERSECTION	600	REGIONAL ARTERIAL	STATE	BEAVERTON	17	50	67 H	SAFETY/CAPACITY	INTERSECTION IMPROVEMENTS.	
T.V. HWY/WALNUT - INTERSECTION	607	REGIONAL ARTERIAL	STATE	HILLSBORO	17	250	335 H	SAFETY/CAPACITY	INTERSECTION IMPROVEMENTS.	
T.V. HWY/WATSON - INTERSECTION	608	REGIONAL ARTERIAL	STATE	BEAVERTON	17	100	134 H	SAFETY/CAPACITY	INTERSECTION IMPROVEMENTS.	
** Subtotal **						685	906			
** PRIORITY 18										
HWY 99W - MAIN TO WALNUT	368	MAJOR ARTERIAL	STATE	TIGARD	18	1690	2265 H	SAFETY/CAPACITY	INTERSECTION IMPROVEMENTS.	
SCHOLLS FERRY - AT OLD SCHOLLS	534	MAJOR ARTERIAL	STATE	BEAV/TIG	18	800	1072 H	SAFETY/CAPACITY	?????	
** Subtotal **						2490	3337			
** PRIORITY 19										
SCHOLLS FERRY/ALLEN - INTERSECTION	543	MINOR ARTERIAL	STATE	BEAVERTON	19	290	389 H	SAFETY/CAPACITY	ADD TURN LANES.	
** Subtotal **						290	389			
** PRIORITY 20										
ADAIR/14TH - INTERSECTION	99	REGIONAL ARTERIAL	STATE	CORNELIUS	20	100	134 H	SAFETY	SIGNALIZE.	
ADAIR/4TH - INTERSECTION	100	REGIONAL ARTERIAL	STATE	CORNELIUS	20	100	134 H	SAFETY	SIGNALIZE. ADDED BY CORNELIUS.	
BASELINE/ 4TH - INTERSECTION	142	REGIONAL ARTERIAL	STATE	CORNELIUS	20	100	134 H	SAFETY	SIGNALIZE INTERSECTION, ADD TURN LANES. ADDED BY CORNELIUS.	
BASELINE/ 14TH - INTERSECTION	143	REGIONAL ARTERIAL	STATE	CORNELIUS	20	100	134 H	SAFETY	SIGNALIZE INTERSECTION.	
BASELINE/ 20TH - INTERSECTION	144	REGIONAL ARTERIAL	STATE	CORNELIUS	20	100	134 H	SAFETY	SIGNALIZE INTERSECTION.	
CANYON/118TH - INTERSECTION	194	REGIONAL ARTERIAL	STATE	UNINCORP	20	50	67 H	SAFETY	INTERSECTION IMPROVEMENTS.	
CANYON/121ST - INTERSECTION	195	REGIONAL ARTERIAL	STATE	BEAVERTON	20	50	67 H	SAFETY	INTERSECTION IMPROVEMENTS.	

TABLE III.K
ODOT

UNFUNDED TRANSPORTATION PROJECTS
SORTED BY TRANSPORTATION PLAN PRIORITY

PROJECT	INDEX NUMBER	FUNCTIONAL CLASS	JURISDICTION	LOCATION	T. PLAN PRIORITY	TPU COST ESTIMATE	1990 COST INFLATED	TPU FUNDING SCENARIO	IMPROVEMENT TYPE	PROJECT DESCRIPTION
HWY 47/VERBOORT - INTERSECTION	363	REGIONAL ARTERIAL	STATE	UNINCORP	20	110	147 H		SAFETY	ADD LEFT TURN LANES ON 2 APPROACHES.
HWY 99W/CIPOLE - INTERSECTION	375	REGIONAL ARTERIAL	STATE	SHER/TUAL/UN	20	150	201 H		SAFETY	SIGNALIZE.
PACIFIC/OAK - INTERSECTION	501	REGIONAL ARTERIAL	STATE/FOREST GROVE	FOREST GROVE	20	100	134 M		SAFETY	SIGNALIZE.
T.V. HWY/144TH - INTERSECTION	587	REGIONAL ARTERIAL	STATE	BEAVERTON	20	100	134 H		SAFETY	INTERSECTION IMPROVEMENTS.
T.V. HWY/182ND - INTERSECTION	589	REGIONAL ARTERIAL	STATE	UNINCORP	20	25	34 H		SAFETY	INTERSECTION IMPROVEMENTS.
T.V. HWY/26TH - INTERSECTION	595	REGIONAL ARTERIAL	STATE	HILLSBORO	20	100	134 H		SAFETY	SIGNALIZE.
T.V. HWY/ADAIR - INTERSECTION	596	REGIONAL ARTERIAL	STATE/FOREST GROVE	FOREST GROVE	20	100	134 M		SAFETY	INTERSECTION IMPROVEMENTS.
T.V. HWY/BROOKWOOD - INTERSECTION	597	REGIONAL ARTERIAL	STATE	HILLSBORO	20	250	335 H		SAFETY	INTERSECTION IMPROVEMENTS.
T.V. HWY/HOCKEN - INTERSECTION	601	REGIONAL ARTERIAL	STATE	BEAVERTON	20	150	201 H		SAFETY	INTERSECTION IMPROVEMENTS.
T.V. HWY/MAIN EXT. (WB) - INTERSECTION	602	REGIONAL ARTERIAL	STATE	HILLSBORO	20	100	134 H		SAFETY	INTERSECTION IMPROVEMENTS.
T.V. HWY/QUINCE - INTERSECTION	605	REGIONAL ARTERIAL	STATE	FOREST GROVE	20	250	335 H		SAFETY	INTERSECTION IMPROVEMENTS.
T.V. HWY/SHORT - INTERSECTION	606	REGIONAL ARTERIAL	STATE	BEAVERTON	20	50	67 H		SAFETY	INTERSECTION IMPROVEMENTS.
T.V. HWY/YEW - INTERSECTION	609	REGIONAL ARTERIAL	STATE	FOREST GROVE	20	200	268 H		SAFETY	INTERSECTION IMPROVEMENTS.
** Subtotal **						2285	3062			
** PRIORITY 21										
CANYON/110TH - INTERSECTION	193	MAJOR ARTERIAL	STATE	BEAV/UNINC	21	150	201 H		SAFETY	INTERSECTION IMPROVEMENTS.
SCHOLLS FERRY/CASCADE - INTERSECTION	545	MAJOR ARTERIAL	STATE	BEAVERTON	21	200	268 H		SAFETY	INTERSECTION IMPROVEMENTS.
SCHOLLS FY/HWY 217 SB RPS - INTERSECTION	557	MAJOR ARTERIAL	STATE	BEAVERTON	21	200	268 H		SAFETY	INTERSECTION IMPROVEMENTS.
** Subtotal **						550	737			
** PRIORITY 22										
FARMINGTON/CLARK HILL - INTERSECTION	277	MINOR ARTERIAL	STATE	UNINCORP	22	100	134 H		SAFETY	SINGALIZE.
FARMINGTON/RIVER - INTERSECTION	279	MINOR ARTERIAL	STATE	UNINCORP	22	150	201 H		SAFETY	INTERSECTION IMPROVEMENTS/SIGNALIZE.
HALL/BONITA - INTERSECTION	327	MINOR ARTERIAL	STATE	TIGARD	22	150	201 H		SAFETY	INTERSECTION IMPROVEMENTS/SIGNALIZE.
HALL/OLESON/GREENBURG - INTERSECTION	332	MINOR ARTERIAL	STATE	TIG/UNINC	22	100	134 H		SAFETY	UPGRADE SIGNAL/ADD TURN LANES.
HWY 219/BALD PEAK - INTERSECTION	357	MINOR ARTERIAL	STATE	UNINCORP	22	15	20 H		SAFETY	ADD LEFT TURN LANE ON 1 APPROACH.
HWY 219/FARMINGTON - INTERSECTION	358	MINOR ARTERIAL	STATE	UNINCORP	22	125	168 H		SAFETY	SIGNALIZE.
HWY 219/TONGUE - INTERSECTION	359	MINOR ARTERIAL	STATE	UNINCORP	22	15	20 H		SAFETY	ADD LEFT TURN LANE ON 1 APPROACH.
SCHOLLS FERRY/CLARK HILL - INTERSECTION	546	MINOR ARTERIAL	STATE	UNINCORP	22	100	134 H		SAFETY	SIGNALIZE.
SCHOLLS FERRY/LAURELWOOD - INTERSECTION	551	MINOR ARTERIAL	STATE	UNINCORP	22	100	134 H		SAFETY	INTERSECTION IMPROVEMENTS.
SCHOLLS FERRY/RIVER - INTERSECTION	552	MINOR ARTERIAL	STATE	UNINCORP	22	125	168 H		SAFETY	INTERSECTION IMPROVEMENTS/SIGNALIZE.
SCHOLLS FERRY/SCHOLLS-SHERWOOD - INTERSECTION	553	MINOR ARTERIAL	STATE	UNINCORP	22	110	147 H		SAFETY	ADD LEFT TURN LANES ON 2 APPROACHES.
SCHOLLS FERRY/TILE FLAT - INTERSECTION	555	MINOR ARTERIAL	STATE	UNINCORP	22	100	134 H		SAFETY	SIGNALIZE.
SCHOLLS FY/HWY 217 NB RPS - INTERSECTION	556	MINOR ARTERIAL	STATE	BEAVERTON	22	200	268 H		SAFETY	INTERSECTION IMPROVEMENTS.
T.V. HWY BYPASS/ELM - INTERSECTION	586	MINOR ARTERIAL	STATE	FOREST GROVE	22	100	134 H		SAFETY	SIGNALIZE.
** Subtotal **						1490	1997			
** PRIORITY 27										
DENNEY/HWY 217 NB & SB - INTERSECTION	254	MINOR ARTERIAL	STATE	BEAVERTON	27	200	268 H		CAPACITY	SIGNALIZE.
UPPER BOONES FERRY - I-5 TO DURHAM	631	MINOR ARTERIAL	STATE	TIGARD	27	600	804 M		CAPACITY	BUILD TO 5 LANE ULTIMATE SECTION.

TABLE III.K
ODOT

UNFUNDED TRANSPORTATION PROJECTS
SORTED BY TRANSPORTATION PLAN PRIORITY

PROJECT	INDEX NUMBER	FUNCTIONAL CLASS	JURISDICTION	LOCATION	T. PLAN PRIORITY	TPU COST ESTIMATE	1990 COST INFLATED	TPU FUNDING SCENARIO	IMPROVEMENT TYPE	PROJECT DESCRIPTION
** Subtotal **						800	1072			
** PRIORITY 28										
HWY 47 - HWY 47 TO T.V. HWY BYPASS	361	REGIONAL ARTERIAL	STATE	FOREST GROVE	28	3510	4703 H		RECONSTRUCTION	
** Subtotal **						3510	4703			
** PRIORITY 29										
SCHOLLS FERRY - BEEF BEND TO REUSSER	536	MAJOR ARTERIAL	STATE	UNINCORP	29	310	415 H		RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN.
** Subtotal **						310	415			
** PRIORITY 30										
BOONES FERRY - TUALATIN TO DURHAM	174	MINOR ARTERIAL	STATE	TUALATIN	30	4000	5360 L		RECONSTRUCTION	RECONSTRUCT TO THREE LANES WITH BIKE LANES.
HALL - BONITA TO DURHAM	319	MINOR ARTERIAL	STATE	TIGARD	30	1270	1702 L		RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN.
HALL - HWY 99W TO MCDONALD	321	MINOR ARTERIAL	STATE	TIGARD	30	1010	1353 L		RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN.
HALL - MCDONALD TO BONITA	322	MINOR ARTERIAL	STATE	TIGARD	30	220	295 L		RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN.
HALL - OAK TO HWY 99W	324	MINOR ARTERIAL	STATE	TIG/UNINC	30	600	804 L		RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN.
HALL - OLESON TO OAK	325	MINOR ARTERIAL	STATE	TIG/UNINC	30	870	1166 L		RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN.
** Subtotal **						7970	10680			
** PRIORITY 32										
SCHOLLS FERRY - O. SCHOLLS FY TO O. SCHOLLS	540	MAJOR COLLECTOR	STATE	TIG/UNINC	32	310	415 H		RECONSTRUCTION	RECONSTRUCT TO EXISTING DESIGN/ T INTO OLD SCHOLLS.
** Subtotal **						310	415			
*** Total ***						43505	58286			

CHAPTER IV

PUBLIC FACILITY FINANCING

WATER SERVICE

Water services in the urbanizing area of Washington County is provided by three major districts and two smaller districts. The larger districts. THe larger districts are Wolf Creek; Tigard and Metzger. The smaller districts are West Slope and Raleigh Hills. The primary sources of revenue for all the districts have been and are expected to remain monthly service charges and connection fees. Major system capial improvements are usually financed through some sort of debt financing. None of the districts are close to exceeding their stsutory limit of indebtedness.

SANITARY SEWER SERVICE

Sanitary sewer service is provided by the Unified Sewerage Agency (USA). User charges and connection fees are the agency's primary source of income. The cost for the recommended new facilities and improvements itemized in Chapter III will be significant. Sewer use rates are projected to increase from the current $13.50 per month for an average single family dwelling to $37 per month over the next twenty years. Since USA will have to construct nearly half of the planned facilities by 1993, the rate increase will be particularly steep in the next few years. Systems development charges will double by 1993 rising to $2500 from the current $1250. In relying on the above sources of funding, its estimated that USA will be capable of continuing to meet its capital improvement needs.

A detailed discussion of financing options is contained in the "Wastewater Facilities Plan" (Appendix C).

STORMWATER MANAGEMENT

The Unified Sewerage Agency has recently become the responsible agency for stormwater management in the urban area of Washington County. The flat fee funding mechanism is a constant or uniform fee for each property within pre-existing classes and can be applied on a community-wide basis. This type of service charge reflects the rationale that the kind of uses that contribute runoff to the stormwater system should pay based on the amount of runoff that they generate. This approach is consistent with USA's current system of charging for sanitary sewer service according to sewage volume generated by different types of land uses.

As in the sanitary sewer rate structures, stormwater service charges are based on an equivalent service/residential unit. THe equivalent service unit (ESU) represents the average amount of impervious surface on a single family residential lot. The average or equivalent service unit is the basis for not only single family dwelling rates but also for non-signlw family dwelling properties based on area. USA has assigned a $3.00 fee for each ESU which is 2640 square feet. A convenience store, with 5280 square feet of impervious surface will be required to pay $6.00 as their monthly service charge. This method of funding will generate some $4.96 million which is presently adequate to administer the newly created storm water program.

A detailed discussion of financing options is contained in the "Stormwater Management Plan" (Appendix D).

TRANSPORTATION

Unlike the provision of water and sewer services which operate as enterprises with service charges and fees, there is not a steady income stream for transportation/road improvements. There are three basic sources of funding for Washington County roads:

OPERATION	FUNDING SOURCE
Maintain Existing System	County Fuel Tax and State Motor Vehicle Fund
Relieve Existing Congestion/Remove Safety Problems	Property Tax, Serial Levies and State and Federal Aid
Future Needs/Expansion	Impact Fees and Developer Supported Improvements, State and Federal Aid

As a result, the primary sources of funding for capital improvements are serial levies (Major Street Transportation Improvement Program/MSTIP), developer supported improvements, and State and Federal aid.

Total project costs for Washington County's committed construction projects identified in Table III.E is $60,354,000. Of this amount 86.7 percent is from MSTIP1 and MSTIP2, 4.8 percent from County Traffic Fees (TIF), 3.7 percent from private sources and the remaining 4.8 percent from federal, state and County road funds.

Total project costs for ODOT committed construction projects identified in Table III.I is $180,619,000. Of this amount 47.2 percent comes from state funds, 45.8 percent from the federal government, 5.7 percent from Washington County MSTIP funds, and just under 1 percent from city and private sources. Approximately $692,000 in expenses remain unfunded at this time.

A detailed discussion of financing options is contained in the Washington County Transportation Plan (Appendix E).

CHAPTER V

PUBLIC FACILITIES COORDINATION STRATEGIES

1. Washington County will prepare and maintain public facilities plan in accordance with OAR Chapter 660, Division II, Public Facility Planning.

2. In accordance with OAR 660-11-015(1), responsibility for the preparation, adoption and amendment of public facilities plans in urban Washington County shall be specified in the Urban Planning Area Agreements, Volume XIV of the Comprehensive Plan.

   Washington County's public facility planning area is outlined in Figure V.2. This area consists of all unincorporated ares within the Regional Urban Growth Boundary that are not allocated to cities by the Urban Planning Area Agreements. Notwithstanding the area outlined in Figure V.1, Washington County shall retain planning responsibility for the Countywide Road System shown in Figure 9 of the Transportation Plan (Volume XV).

3. Inaccordance with OAR 660-11-045(1)(c), the responsibiloity for provision of water, sanitary sewer, storm drainage and transportation facilites and services within the Washington County Public Facility Planning Area (Figure V.2) is designated as follows:

   1) Area A

Water	Tigard Water District
Sanitary Sewer	Unified Sewerage Agency
Storm Drainage	Unified Sewerage Agency
Transportation	Washington County

   2) Area B

Water	City of Beaverton
Sanitary Sewer	City of Beaverton
Storm Drainage	Unified Sewerage Agency
Transportation	City of Beaverton

   3) Area C

Water	Wolf Creek Highway Water District
Sanitary Sewer	Unified Sewerage Agency
Storm Drainage	Unified Sewerage Agency
Transportation	Washington County

   4) Area D

Water	West Slope Waster District
Sanitary Sewer	Unified Sewerage Agency
Storm Drainage	Unified Sewerage Agency
Transportation	Washington County

5) Area E

Water	Raleigh Water District
Sanitary Sewer	Unified Sewerage Agency
Storm Drainage	Unified Sewerage Agency
Transportation	Washington County

6) Area F

Water	Metzger Water District
Sanitary Sewer	Unified Sewerage Agency
Storm Drainage	Unified Sewerage Agency
Transportation	Washington County

Nothing in this section is intended to either preclude annexation to cities or to preclude the provision of facilities by other service providers subject to the terms of any intergovernmental agreement a service district or city may have or negotiate with other service districts or cities.

4. If a discrepancy should exist between the public facility projects listed I nthe Public Facilities Plan and the capital improvement program or master plan of a specific service provider, the capital improvement program/master plan shall take precedence.

5. Amendments to the Public Facility Plan

5.1 Washington County relies on the capital improvement programs/master plans of five water districts and the Unified Sewerage Agency to identify the water, sanitary sewer and storm drainage facilities and services needed to support the land uses provided for by the Comprehensive Plan. Washington County shall review the capital improvement programs/master plans of these service districts annually and amend the Public Facilities Plan through the legislative process as necessary to reflect any changes.

5.2 Two documents determine which transportation projects will be included in the Public Facilities PLan. These are the Washington County Transportation Plan and the Countywide Transporation Capital Improvements Program. Washington County shall review these two documents annually and amend the Public Facility Plan through the legislative process as necessary to reflect any changes.

5.3 The following changes to the Public Facilities PLan may be made without going through the legislative or quasi-judicial plan amendment process:

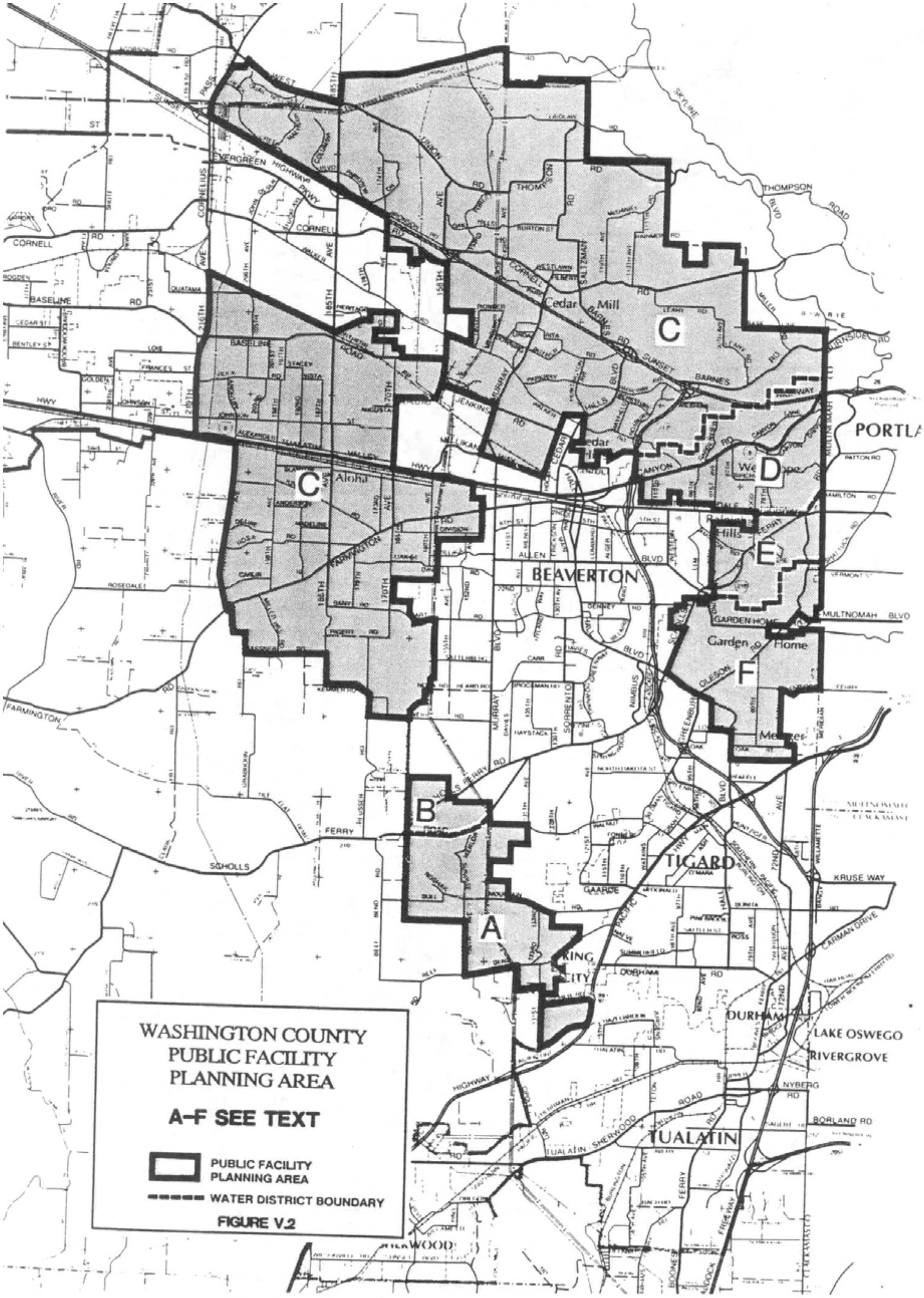
(a) Administrative changes to a public faclity project which are minor in nature and do not significantly impact the project's general description, location, sizing capacity, or other general characteristics of the project.

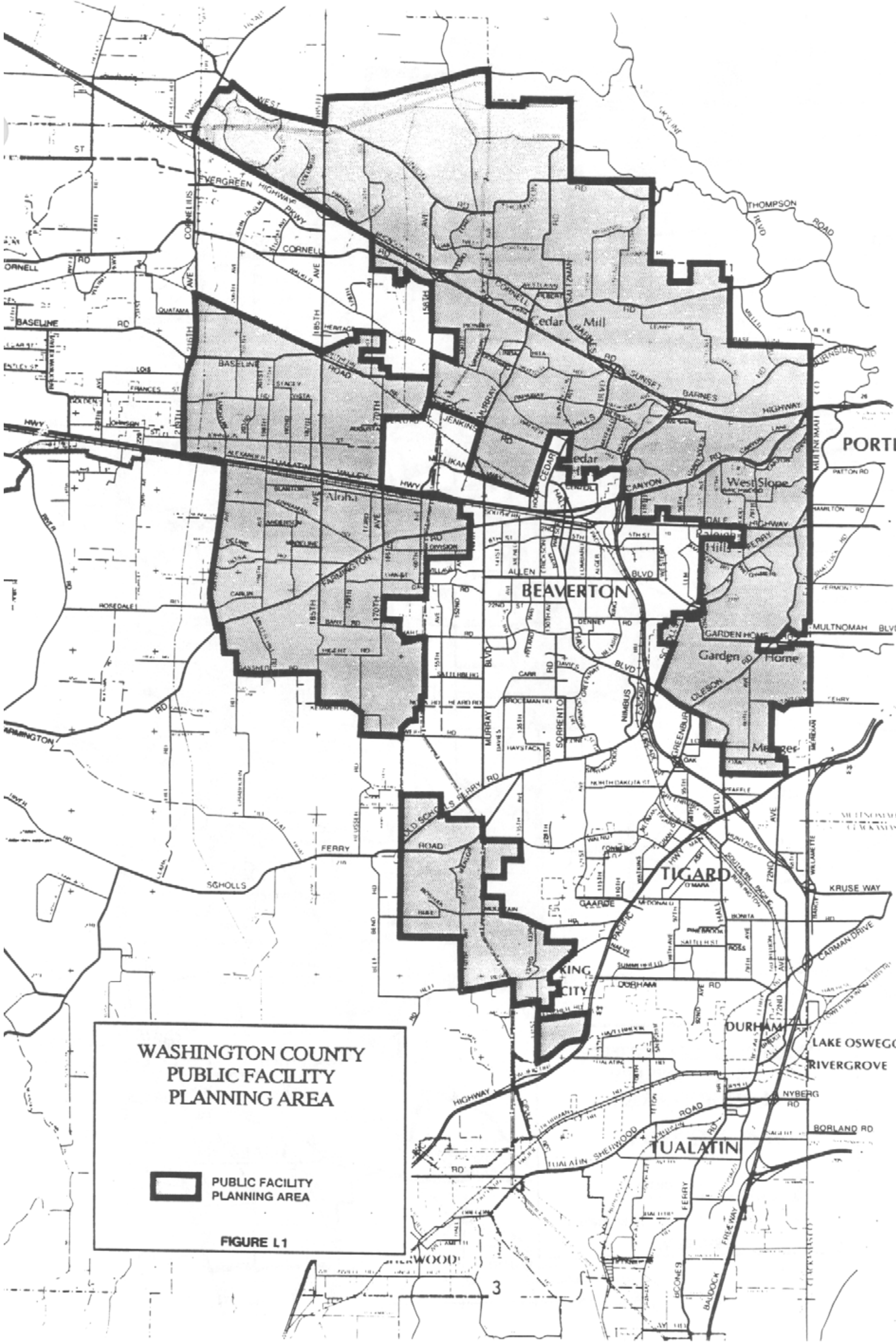
(b) Technical and environmental changes to a public facility projet which are made pursuant to "final engineering" on a project or those that result from the findings of an Environemtnal Assessment or Environmental Impact Statement conducted under regulations implementing the procedural provisions of the National Environmental Policy Act of 1969 (40 CFR Parts 1500-1508) or any federal or State of Oregon agency project

development regulations consistent with that Act and its regulations.

(c) The determination as to whether a proposed change is administrative, technical or enivornmental shall be made by the Director of the Department of Land Use and Transportation.

5.4 All changes to the Public FAcilities Plan shall be consistent with the capital improvements programs, master plans and/or comprehensive plans of the affected jurisdications/service districts.


WASHINGTON COUNTY
PUBLIC FACILITY
PLANNING AREA
A–F SEE TEXT
PUBLIC FACILITY
PLANNING AREA
WATER DISTRICT BOUNDARY
FIGURE V.2
A
B
C
D
E
F
BEAVERTON
TIGARD
TUALATIN
DURHAM
KING CITY
LAKE OSWEGO
RIVERGROVE
Cedar Mill
Aloha
Garden Home
Raleigh Hills
PORTL
THOMPSON ROAD
EVERGREEN HIGHWAY
SCHOLLS
FERRY
FARMINGTON
MULTNOMAH BLVD
KRUSE WAY
CARMAN DRIVE
BORLAND RD
NYBERG


WASHINGTON COUNTY
PUBLIC FACILITY
PLANNING AREA
PUBLIC FACILITY
PLANNING AREA
FIGURE L1
Cedar Mill
BEAVERTON
West Slope
Garden Home
Aloha
TIGARD
KING CITY
DURHAM
TUALATIN
LAKE OSWEGO
RIVERGROVE
PORTLA
SUNSET HIGHWAY
EVERGREEN HIGHWAY
CORNELL
BASELINE
TUALATIN VALLEY HWY
FARMINGTON
SCHOLLS FERRY
OLD SCHOLLS FERRY ROAD
MULTNOMAH BLVD
KRUSE WAY
CARMAN DRIVE
NYBERG RD
BORLAND RD
THOMPSON ROAD
TUALATIN SHERWOOD ROAD