



MSTIP *News*

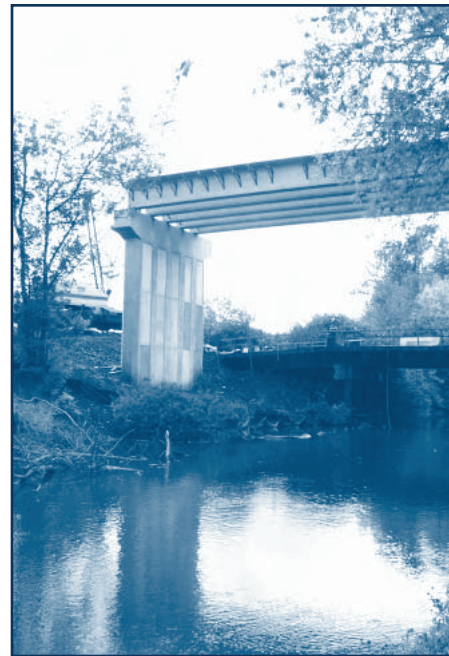
Winter 2007

Washington County's Major Streets Transportation Improvement Program

We do know there are other needs. Our 2020 Transportation Plan maps out almost \$2 billion more of necessary infrastructure. These MSTIP projects were selected because they effectively address congestion, safety problems and are affordable within the steady stream of property tax funding we have now. Should we be looking for more capital – more resources – to build out other identified needs in the Transportation Plan more quickly? We'd like your opinions on that question.

Please send any comments or questions via:

- email lutproj@co.washington.or.us
- phone 503-846-7800
- mail Dan Brown, Capital Projects Manager
Washington County
Department of Land Use & Transportation
1400 SW Walnut Street, MS 18
Hillsboro, OR 97123



The Roads (and Bridges) of Washington County:

What's Next in our Transportation Capital Program?

Thanks to careful use of a share of your local property tax dollars, by 2012 Washington County will have completed \$555 million worth of new roads, sidewalks, bridges and bike lanes - transportation projects that are heavily used by county residents and businesses. This new infrastructure is improving our traffic flow, our economy and our tempers - along with our air and water quality.

MSTIP stands for the Major Streets Transportation Improvement Program. It began in 1986 as a joint effort of Washington County's Department of Land Use & Transportation and the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Elected officials from each of these jurisdictions meet regularly as the Washington County Coordinating Committee to address local and regional transportation issues. When deciding on improvements to fund, they choose projects that:

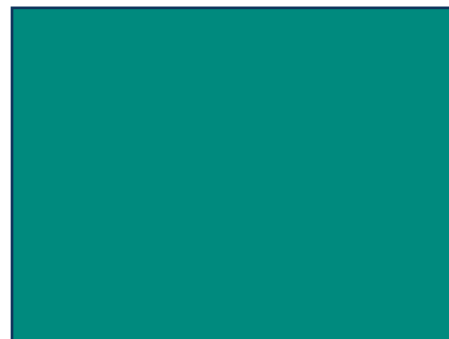
- ✓ improve safety
- ✓ remove bottlenecks
- ✓ are used by residents of more than one city
- ✓ rank as a county or city priority
- ✓ address several transportation demands (cars, trucks, bikes, pedestrians, transit)
- ✓ are geographically balanced, providing fairness to residents all around the county



The first three MSTIP programs were each approved by voters as short-term property tax levies. In 1997 this changed when voters ap-

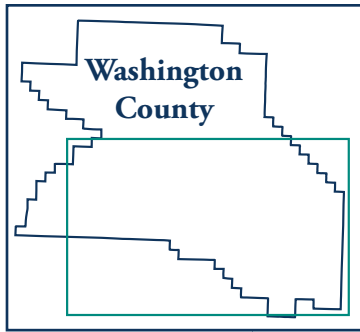
proved Measure 50. To make property taxes more stable and predictable, local levies such as MSTIP were cut back 17%, but made part of the ongoing tax structure and allowed to grow at a rate of 3% a year.

The Board of County Commissioners, acting with the advice and support of the Coordinating Committee, continues to devote the same ratio of what are now general fund resources to transportation funding – approximately \$23 million per year. The majority of this funding finds its way back into the private sector, on a competitive bid basis, to private engineering firms and construction contractors who actually build these projects under county supervision.



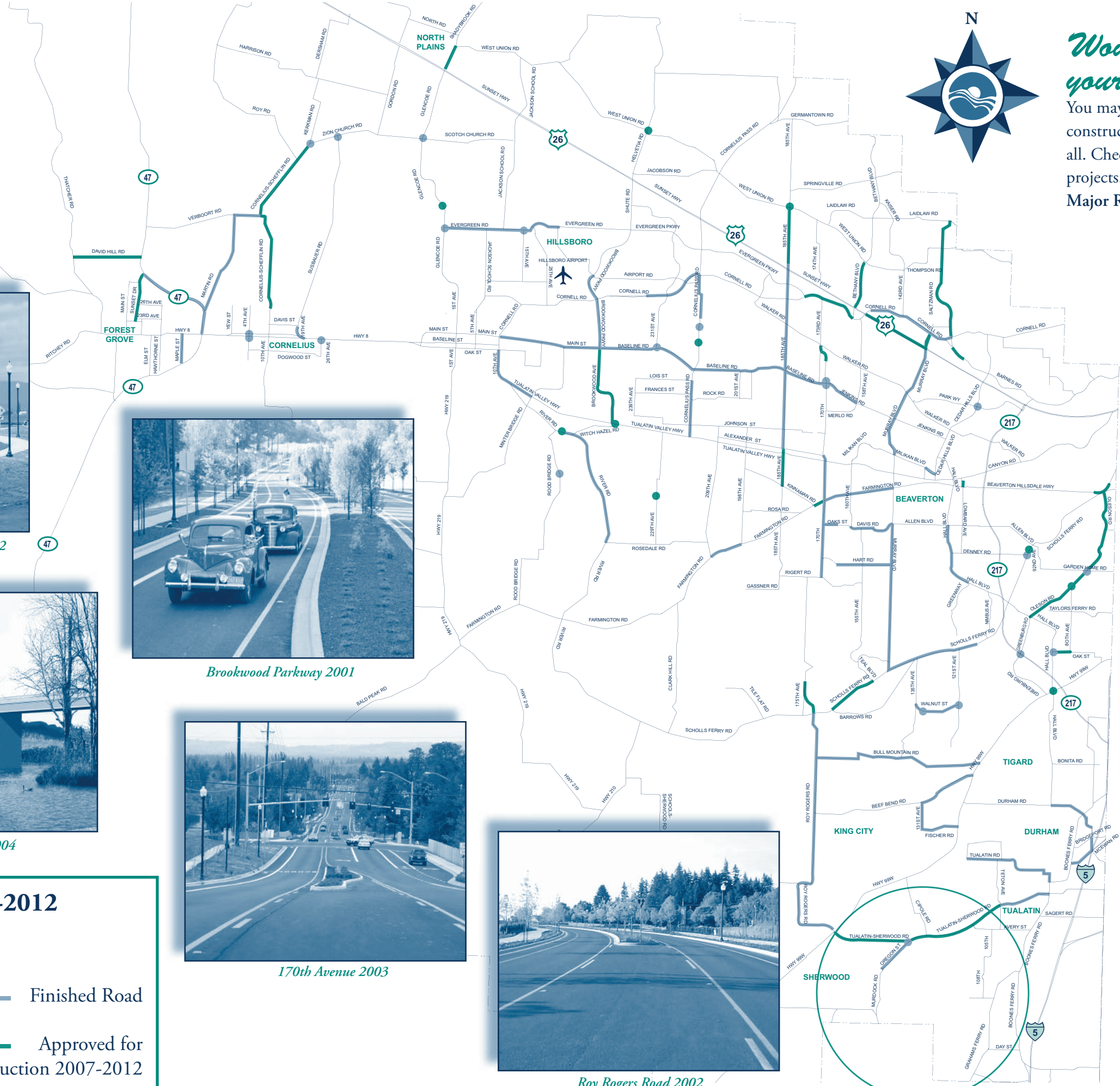
 *MSTIP is a partnership that has paid off for you and for all our communities. Thanks - we couldn't have done it without you. And remember to travel safely in our beautiful county.*





Would you like to see where your money has gone?

You may have noticed large "MSTIP" signs along construction projects. Check out this map to see them all. Check our website for more details on each of these projects. Go to <http://www.wc-roads.com> and click on Major Road Projects.



Cornelius-Schefflin Road Roundabout 2002



Brookwood Parkway 2001



Rood Bridge 2004



170th Avenue 2003



Roy Rogers Road 2002



Cornell Road 2006



Hart Road bridge/stream restoration 2002



Beef Bend Road 2001

MSTIP 1986-2012

●	—	Finished Road
●	—	Approved for construction 2007-2012