



# Transportation System Development Charge Fund

- Transportation Improvements

CITY OF BEAVERTON, OREGON  
FISCAL YEAR 2020-21 BUDGET

**TRANSPORTATION SYSTEM DEVELOPMENT CHARGE FUND  
SUMMARY OF REVENUES AND EXPENDITURES  
AND OTHER FINANCING SOURCES & USES**

	<u>FY 2017-18 Actual</u>	<u>FY 2018-19 Actual</u>	<u>FY 2019-20 Budgeted</u>	<u>FY 2019-20 Estimated</u>	<u>FY 2020-21 Adopted</u>
<b>Revenues:</b>					
Building permits & fees	\$594,071	\$0	\$200,000	\$200,000	\$200,000
Interest on investments	1,508	11,968	15,000	15,000	8,700
Sub Total Revenues	<u>\$595,579</u>	<u>\$11,968</u>	<u>\$215,000</u>	<u>\$215,000</u>	<u>\$208,700</u>
<b>Expenditures:</b>					
Materials & services		\$0	\$580,000	\$580,000	\$0
Sub Total Expenditures	<u>\$0</u>	<u>\$0</u>	<u>\$580,000</u>	<u>\$580,000</u>	<u>\$0</u>
Revenues Over/Under Expenditures	\$595,579	\$11,968	(\$365,000)	(\$365,000)	\$208,700
<b>Other financing sources (uses):</b>					
Transfers in	\$0	\$0	\$0	\$0	\$0
Transfers out	0	0	0	0	0
Total Other Financing Sources (Uses):	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net Change in Fund Balance	\$595,579	\$11,968	(\$365,000)	(\$365,000)	\$208,700
Fund Balance/Working Capital Beginning of Year	0	595,579	607,547	607,547	242,547
Fund Balance (Contingency)/Working Capital End of Year	<u>\$595,579</u>	<u>\$607,547</u>	<u>\$242,547</u>	<u>\$242,547</u>	<u>\$451,247</u>

Contingency for FY 2020-21 adopted budget is available for appropriation upon the City Council's approval. This fund's revenues are generated from fees on land development and its impact on the transportation system. Expenditures are used to operate the fund and transfer funding to the Capital Projects Fund for capacity improvements to the transportation system. Therefore, contingency is accumulated and is available to fund future street capacity construction projects.

CITY OF BEAVERTON, OREGON  
FISCAL YEAR 2020-21 BUDGET

<b>FUND:</b> 112 TRANSPORTATION SYSTEMS DEVELOPMENT CHARGE FUND	<b>DEPARTMENT:</b> PUBLIC WORKS
<b>PROGRAM:</b> 0669 TRANSPORTATION IMPROVEMENTS	<b>PROGRAM MANAGER:</b> JABRA KHASHO

**Program Goal:**

To provide thorough and consistent review of transportation impacts from proposed developments in South Cooper Mountain to ensure that impacts from new development are fairly and reasonably considered. To administer the Transportation Systems Development Charge (TSDC) program in order to develop a transportation system to meet current and future needs. Work in this program supports Community Vision goals and related activities that *“improve mobility”*.

REQUIREMENTS	FY 2017-18 ACTUAL	FY 2018-19 ACTUAL	FY 2019-20 BUDGETED	FY 2020-21 PROPOSED	FY 2020-21 ADOPTED
MATERIALS & SERVICES	\$0	\$0	\$580,000	\$0	\$0
CAPITAL OUTLAY					
TRANSFERS					
CONTINGENCY	0	0	242,547	451,247	451,247
<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$822,547</b>	<b>\$451,247</b>	<b>\$451,247</b>

Funding Sources:	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2020-21
Beginning Working Capital	\$0	\$595,579	\$607,547	\$242,547	\$242,547
Supplemental Trans. System Dev. Tax	594,071	0	200,000	200,000	200,000
Interest on Investments	1,508	11,968	15,000	8,700	8,700

Performance Measures:	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Projected/Revised	FY 2020-21 Adopted
Number of land use applications reviewed	2	2	3	2
Number of site development plans reviewed	2	2	3	2
Number of commercial permits processed that require a traffic impact fee assessment	0	0	0	1

**Program Objective:**

Staff in the Transportation Systems Development Charge (TSDC) program fund review development proposals to identify traffic impacts and assure compliance with city transportation standards and policies. They recommend conditions of approval related to transportation issues and coordinate with county and state transportation staff. In addition, TSDC program staff manage the TSDC fund to ensuring funding for high priority transportation projects through accurate assessments, appropriate credits, timely processing and minimizing appeals.

The TSDC currently only applies to development and projects in the South Cooper Mountain area and is a supplemental source of revenue to the Transportation Development Tax.