

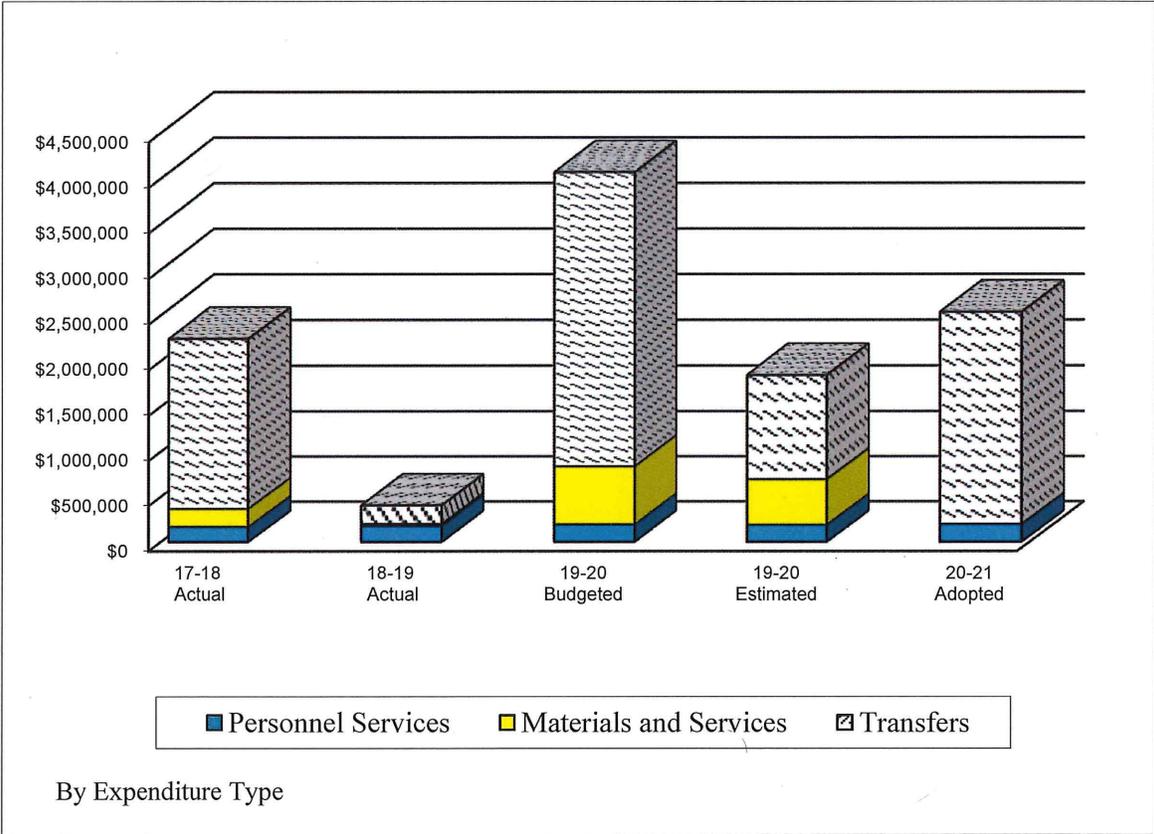
Traffic Development Tax Fund

- Transportation Improvements



CITY OF BEAVERTON, OREGON
 FISCAL YEAR 2020-21 BUDGET

TRAFFIC DEVELOPMENT TAX FUND
 ADOPTED FY 2020-21



CITY OF BEAVERTON, OREGON
FISCAL YEAR 2020-21 BUDGET

**TRAFFIC DEVELOPMENT TAX 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>
Revenues:					
System development charges	\$771,845	\$3,511,973	\$1,500,000	\$2,500,000	\$2,000,000
Intergovernmental	0	0	306,912	0	306,912
Interest on investments	151,720	240,953	236,500	305,100	196,000
Miscellaneous	119	0	0	0	0
Sub Total Revenues	<u>\$923,684</u>	<u>\$3,752,926</u>	<u>\$2,043,412</u>	<u>\$2,805,100</u>	<u>\$2,502,912</u>
Expenditures:					
Personnel services	\$166,317	\$177,167	\$193,079	\$189,342	\$197,018
Materials & services	200,000	22,243	642,384	503,457	0
Capital Outlay	0	0	361,073	0	361,073
Sub Total Expenditures	<u>\$366,317</u>	<u>\$199,410</u>	<u>\$1,196,536</u>	<u>\$692,799</u>	<u>\$558,091</u>
Revenues Over/Under Expenditures	\$557,367	\$3,553,516	\$846,876	\$2,112,301	\$1,944,821
Other financing sources (uses):					
Transfers in	\$0	\$0	\$0	\$0	\$0
Transfers out	(1,873,996)	(204,736)	(3,230,745)	(1,150,198)	(2,337,131)
Total Other Financing Sources (Uses):	<u>(\$1,873,996)</u>	<u>(\$204,736)</u>	<u>(\$3,230,745)</u>	<u>(\$1,150,198)</u>	<u>(\$2,337,131)</u>
Net Change in Fund Balance	(\$1,316,629)	\$3,348,780	(\$2,383,869)	\$962,103	(\$392,310)
Fund Balance/Working Capital Beginning of Year	<u>11,559,192</u>	<u>10,242,563</u>	<u>13,591,343</u>	<u>13,591,343</u>	<u>14,553,446</u>
Fund Balance (Contingency)/Working Capital End of Year	<u>\$10,242,563</u>	<u>\$13,591,343</u>	<u>\$11,207,474</u>	<u>\$14,553,446</u>	<u>\$14,161,136</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

FUND: 114 TRAFFIC DEVELOPMENT TAX FUND	DEPARTMENT: PUBLIC WORKS
PROGRAM: 0669 TRANSPORTATION IMPROVEMENTS	PROGRAM MANAGER: JABRA KHASHO

Program Goal:

To provide thorough and consistent review of transportation impacts from proposed developments to ensure that impacts from new development are fairly and reasonably considered. To administer the Transportation Development Tax (TDT) 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
POSITION	1.30	1.30	1.30	1.30	1.30
PERSONNEL SERVICES	\$166,317	\$177,167	\$193,079	\$197,018	\$197,018
MATERIALS & SERVICES	200,000	22,243	642,384	0	0
CAPITAL OUTLAY	0	0	361,073	361,073	361,073
TRANSFERS	1,873,996	204,736	3,230,745	2,337,131	2,337,131
CONTINGENCY	0	0	11,207,474	14,161,136	14,161,136
TOTAL	\$2,240,313	\$404,146	\$15,634,755	\$17,056,358	\$17,056,358

Funding Sources:	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2020-21
Beginning Working Capital	\$11,559,192	\$10,242,563	\$13,591,343	\$14,553,446	\$14,553,446
Transportation Development Tax	771,845	3,511,973	1,500,000	2,000,000	2,000,000
Intergovernmental Revenue	0	0	306,912	306,912	306,912
Miscellaneous Revenue	151,839	240,953	236,500	196,000	196,000

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	130	120	125	120
Number of site development plans reviewed	25	28	30	30
Number of commercial permits processed that require a traffic impact fee assessment	21	20	25	25

Program Objective:

Staff in the Transportation Development Tax (TDT) 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, TDT program staff manages the TDT fund to ensure funding for high priority transportation projects through accurate assessments, appropriate credits, timely processing and minimizing appeals.

CITY OF BEAVERTON, OREGON
FISCAL YEAR 2020-21 BUDGET

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Progress on FY 2019-20 Action Plan:

- Completed complex development reviews and assessed transportation impacts and required safety and capacity improvements.
- Assessed Transportation Development Tax on developments and issued appropriate credits on constructed conditioned improvements.
- Coordinated with ODOT and Washington County staff on traffic impact analysis requirements and conditions of approval.
- Transportation staff provided technical support and coordinated with the Community Development Department on community and long range plans.
- Utilized the remaining balance of funds collected under the former program called the Transportation Impact Fee program.

FY 2020-21 Action Plan:

- Complete more complex development reviews as available developable sites are smaller in size with many challenges that require very particular conditions of approval.
- Review transportation impacts for an increasing number of developments that are required to construct safety and capacity improvements creditable against Transportation Development Tax assessments. A positive impact of the Transportation Development Tax program is that necessary street improvements are often built at the same time as the development that generates the need for those improvements.
- Respond to increased transportation needs, regulatory compliance, and regional coordination requirements.
- Continue to participate and provide technical support in developing the South Cooper Mountain area and the Urban Reserve area planning.