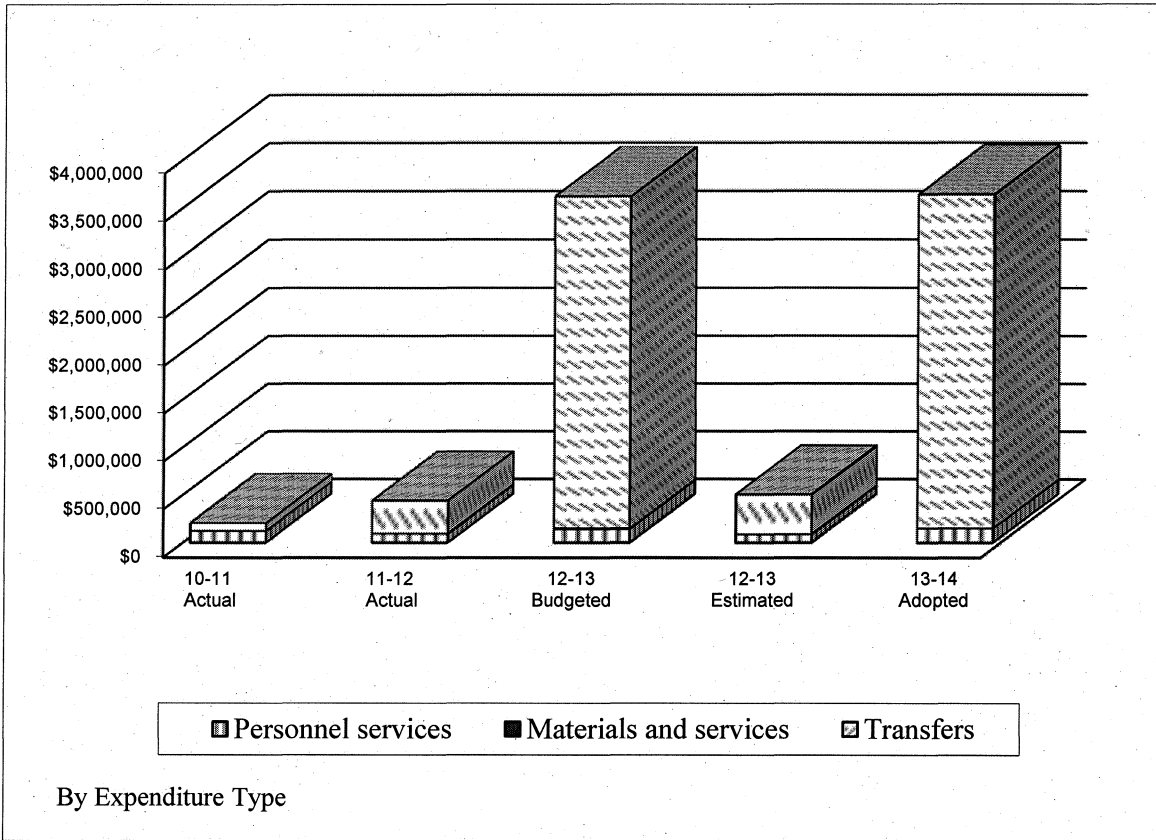




Beaverton neighborhood in early spring

TRAFFIC IMPACT / DEVELOPMENT TAX FUND

ADOPTED FY 2013-14



CITY OF BEAVERTON, OREGON
FISCAL YEAR 2013-14 BUDGET

**TRAFFIC IMPACT / DEVELOPMENT TAX FUND
SUMMARY OF REVENUES AND EXPENDITURES
AND OTHER FINANCING SOURCES & USES**

	<u>FY 2010-11</u> <u>Actual</u>	<u>FY 2011-12</u> <u>Actual</u>	<u>FY 2012-13</u> <u>Budgeted</u>	<u>FY 2012-13</u> <u>Estimated</u>	<u>FY 2013-14</u> <u>Adopted</u>
Revenues:					
System development charges	\$373,773	\$1,328,547	\$365,000	\$415,000	\$350,000
Interest on investments	25,599	43,861	21,000	28,500	23,000
Miscellaneous	241,153	533	0	0	1,400
Sub Total Revenues	<u>\$640,525</u>	<u>\$1,372,941</u>	<u>\$386,000</u>	<u>\$443,500</u>	<u>\$374,400</u>
Expenditures:					
Personnel services	\$122,967	\$93,444	\$145,095	\$85,247	\$150,299
Materials & services	0	0	0	0	0
Sub Total Expenditures	<u>\$122,967</u>	<u>\$93,444</u>	<u>\$145,095</u>	<u>\$85,247</u>	<u>\$150,299</u>
Revenues Over/Under Expenditures	\$517,558	\$1,279,497	\$240,905	\$358,253	\$224,101
Other financing sources (uses):					
Transfers in	\$46,070	\$0	\$20,089	\$20,089	\$0
Transfers out	(81,047)	(344,936)	(3,461,890)	(417,295)	(3,476,552)
Total Other Financing Sources (Uses):	<u>(\$34,977)</u>	<u>(\$344,936)</u>	<u>(\$3,441,801)</u>	<u>(\$397,206)</u>	<u>(\$3,476,552)</u>
Net Change in Fund Balance	\$482,581	\$934,561	(\$3,200,896)	(\$38,953)	(\$3,252,451)
Fund Balance/Working Capital Beginning of Year	<u>5,243,533</u>	<u>5,726,114</u>	<u>6,660,675</u>	<u>6,660,675</u>	<u>6,621,722</u>
Fund Balance (Contingency)/Working Capital End of Year	<u>\$5,726,114</u>	<u>\$6,660,675</u>	<u>\$3,459,779</u>	<u>\$6,621,722</u>	<u>\$3,369,271</u>

Contingency for FY 2013-14 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 2013-14 BUDGET

FUND: 114 TRAFFIC IMPACT / DEVELOPMENT TAX FUND	DEPARTMENT: PUBLIC WORKS
PROGRAM: 0669 STREET 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 Action Role # 51: Road System Capacity Planning*.

REQUIREMENTS	FY 2010-11 ACTUAL	FY 2011-12 ACTUAL	FY 2012-13 BUDGETED	FY 2013-14 PROPOSED	FY 2013-14 ADOPTED
POSITION	1.00	1.00	1.30	1.30	1.30
PERSONNEL SERVICES	\$122,967	\$93,444	\$145,095	\$150,299	\$150,299
MATERIALS & SERVICES					
CAPITAL OUTLAY					
TRANSFERS	81,047	344,936	3,461,890	3,476,552	3,476,552
CONTINGENCY	0	0	3,459,779	3,369,271	3,369,271
TOTAL	\$204,014	\$438,380	\$7,066,764	\$6,996,122	\$6,996,122

Funding Sources:	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2013-14
Beginning Working Capital	\$5,243,533	\$5,726,114	\$6,660,675	\$6,621,722	\$6,621,722
Traffic Impact Fee	124,328	271,620	60,000	0	0
Transit Fee	49,108	4,464	5,000	0	0
Transportation Development Tax	200,337	1,052,463	300,000	350,000	350,000
Miscellaneous Revenue	266,753	44,394	21,000	24,400	24,400
Reimbursement for Murray Rd Ext LID	46,070	0	20,089	0	0

Performance Measures:	FY 2010-11 Projected/Actual	FY 2011-12 Projected/Actual	FY 2012-13 Projected/Revised	FY 2013-14 Adopted
Number of land use applications reviewed	200 / 91	120 / 93	120 / 100	120
Number of site development plans reviewed	35 / 24	30 / 28	35 / 35	35
Number of commercial permits processed that require a traffic impact fee assessment	35 / 19	10 / 9	15 / 10	15

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 and credits (where appropriate), timely processing and minimizing appeals.

CITY OF BEAVERTON, OREGON
FISCAL YEAR 2013-14 BUDGET

FUND: 114 TRAFFIC IMPACT / DEVELOPMENT TAX FUND	DEPARTMENT: PUBLIC WORKS
PROGRAM: 0669 STREET IMPROVEMENTS	PROGRAM MANAGER: JABRA KHASHO

Progress on FY 2012-13 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 to the Community and Economic Development Department on community and long range plans.

FY 2013-14 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 and the Creekside District plans.