



**APPENDIX J:
FINANCING PLAN
MEMO**

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Date: February 28, 2020
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CC: Phill Worth, Kittelson Associates
RE Hillsboro Transportation System Plan Baseline Funding Scenario

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I. Introduction

This memorandum describes existing funding sources that will likely be available to implement Hillsboro Transportation System Plan (TSP) projects over the FYE 2020 through FYE 2040 timeframe. FCS GROUP work activities includes documentation of current local (City of Hillsboro and Washington County) funding resources, as well as Oregon (pass-through) revenues used for local transportation-related capital and maintenance funding. This draft Memo includes review by Kittelson Associates.

II. Methodology

The methodology used to develop this baseline transportation revenue forecast relies upon historical trends, current budget estimates, and available growth forecasts to ascertain potential growth in specific types of transportation revenues. In cases where a lower and upper forecast have been made, FCS GROUP relied upon the mid-point of these forecasts as part of the baseline funding scenario.

Since cyclical development patterns and changing local priorities will influence the actual amount of revenue that will be generated during any given year—there will be significant variances from the baseline assumptions at any point in time. Hence, the objective of this work is to evaluate the average annual long-term revenues that the City is likely to realize over the next two decades; and then inform policy discussions about existing and potential transportation revenue sources.

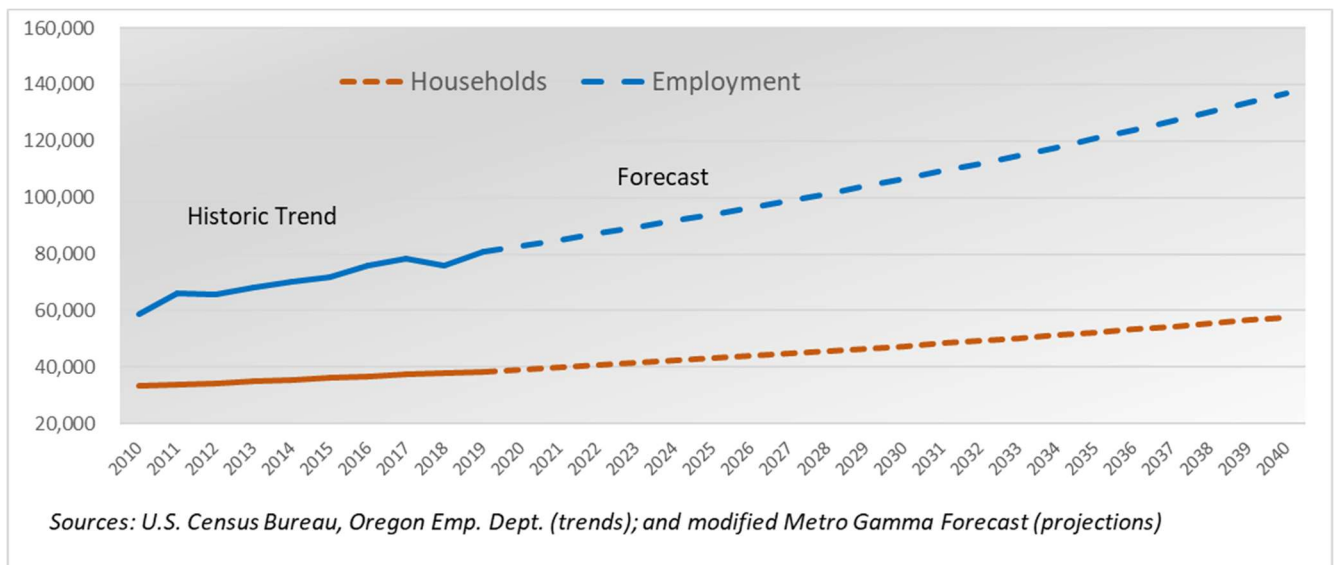
The steps required to prepare the baseline forecast are described below.

1. **Obtain and update historical transportation revenue forecasts** for specific funds and sources of revenue. This included evaluation of prior TSP revenue forecasts prepared by FCS GROUP in 2017, with current input provided by City staff, Washington County staff, and ODOT staff. Review transportation fund forecasts with City staff and determine

allocation of major funds between operations and maintenance (O&M) and capital expenditures. Transportation revenue trends are described in Section 2.

2. **Analyze trends in population, households and employment growth** within the Hillsboro Urban Area. As shown in **Exhibit 2.1**, the City of Hillsboro has been growing steadily for years. As of year 2019, there were an estimated 103,350 people comprising 38,278 households in the City of Hillsboro. Employment has increased rapidly as well and current 2019 estimates for at-place-of-work employment in the City includes nearly 81,000 workers. These trends reflect data obtained from the Portland State University Population Research Center, U.S. Census Bureau and the Oregon Employment Department.

Exhibit 2.1: Hillsboro Households and Employment Trends



3. **Evaluate long-term household and employment forecasts** prepared by Metro. As indicated in **Appendix A**, Metro Gamma forecasts for traffic analysis zones (TAZs) that comprise the Hillsboro Urban Area provide a planning-level forecast of households (a proxy for dwelling units) and employment by broad sector (retail/service, office, manufacturing, warehouse and other categories). **Exhibit 2.2** summarizes growth forecasts for two locations: South Hillsboro; and the rest of the Hillsboro City/Urban Area. Results indicate that the Hillsboro Urban Area (area to be eventually annexed into the city) is expected to add 19,336 households (51% increase) and 55,949 jobs (54% increase) between 2020 and 2040.
4. **Forecast long-term vehicle trip growth** based on net growth in housing and non-residential development floor area. This assessment utilized the results from Step 3 and assumptions that

are consistent with the Institute of Traffic Engineer (ITE) Trip Generation Manual 9th Edition, as summarized in **Appendix B**.¹

5. **Calculate potential Transportation Development Tax (TDT) revenues** that would be charged to new development in the City based on current TDT rates using results from Step 4 (**Appendix B**).
6. **Calculate potential South Hillsboro (SoHi) TDT and Transportation System Development Charge (TSDC) revenue and Local Improvement District (LID) revenue** based on adopted charges within SoHi, and recent and projected development absorption (see **Appendix C**). South Hillsboro is a master planned subdistrict that is in the process of being annexed into the City. The master plan anticipates over 8,000 dwellings (with a mix of housing types) will be added along with new schools, parks and 475,000 square feet of commercial/office space. So far, the City has approved building permits for 802 dwelling units, which are in various stages of completion.
7. **Allocate future transportation revenue** to O&M and capital spending categories based on City staff input and experience.
8. **Forecast long-term baseline transportation funding** by major spending category by utilizing results of prior steps.

¹ The ITE Manual 9th Edition assumptions used in this analysis were chosen to be consistent with the adopted South Hillsboro TSDC Methodology Report.

Exhibit 2.2: Hillsboro Growth Trends

City of Hillsboro Households and Employment Growth Forecast		
2015 to 2040 Growth Forecast*	Households	Employment
South Hillsboro	8,369	1,859
Rest of City	13,142	62,020
Total	21,511	63,879

Less 2015-2019 Estimated Growth**	Households	Employment
South Hillsboro Permits Issued	820	-
Rest of City Absorption Estimate	1,354	7,929
Total	2,174	7,929

Equals: 2020 to 2040 Growth Forecast	Households	Employment
South Hillsboro	7,549	1,859
Rest of City	11,788	54,090
Total	19,336	55,949

Source: * Derived from Appendix B-1 using revised Metro Wilma forecast. ** Based on City of Hillsboro estimates as of Jan. 1, 2020.

3. TRANSPORTATION FUNDING TRENDS

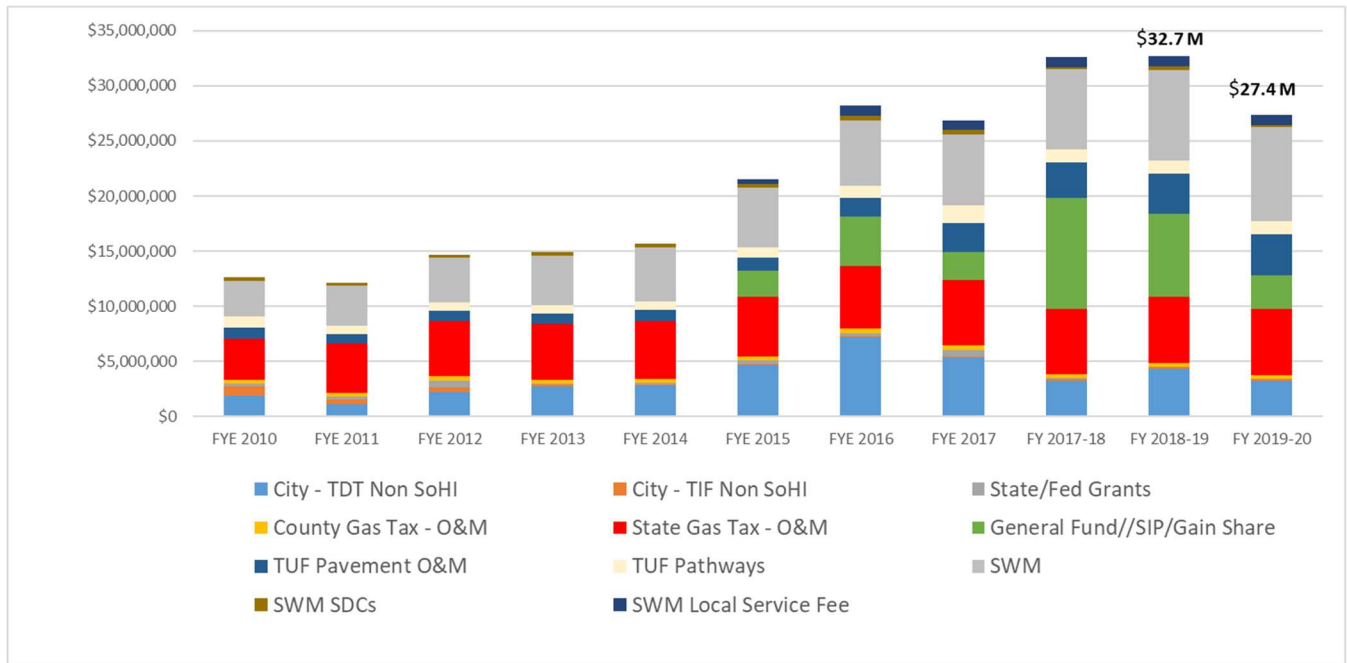
Historically, the City of Hillsboro has utilized several funding sources for addressing transportation capital and maintenance expenses.

Overall local transportation funding has increased from \$12.6 million in FY 2009/10 to \$32.7 million in FY 2018/19 (**Exhibit 3.1**). Most recent transportation budget estimates include \$27.4 million for FY 2019/20, to account for transportation funding provided from the Gain Share program that has been reallocated to other priorities in the City.

This historical spending only reflects a portion of the value of transportation investments made within the City. The historical revenue estimates shown in **Exhibit 3.1** do not reflect the value of non-creditable developer contributions for transportation right-of-way or facilities (for which there is no specific accounting standard at present); nor do these estimates reflect the value of Washington County contributions on *regional projects* that are constructed through the MSTIP Program.

These additional revenue sources are discussed in the next section.

Exhibit 3.1: Hillsboro Historical Transportation Funding Revenues (excl. MSTIP and developer contributions)



Hillsboro Historical Transportation Funding Revenues (excl. MSTIP and developer contributions)

	Actual FYE 2010	Actual FYE 2011	Actual FYE 2012	Actual FYE 2013	Actual FYE 2014	Actual FYE 2015	Actual FYE 2016	Actual FYE 2017	Actual FY 2017-18	Actual FY 2018-19	Budget FY 2019-20
City - TDT Non SoHI	\$1,866,351	\$1,141,882	\$2,264,089	\$2,723,679	\$2,817,348	\$4,672,559	\$7,225,150	\$5,327,428	\$3,291,781	\$4,338,084	\$3,275,000
City - TIF Non SoHI	\$914,459	\$388,753	\$359,821	\$150,344	\$67,617	\$70,168	\$77,434	\$82,994	\$118,614	\$158,924	\$125,000
State/Fed Grants	\$186,287	\$307,354	\$664,572	\$137,115	\$167,761	\$346,840	\$286,935	\$615,934	\$68,530	\$14,925	\$0
County Gas Tax - O&M	\$355,924	\$349,961	\$354,845	\$340,581	\$340,871	\$348,602	\$363,632	\$399,842	\$369,691	\$370,400	\$400,000
State Gas Tax - O&M	\$3,732,878	\$4,431,452	\$5,002,491	\$5,025,801	\$5,274,607	\$5,418,174	\$5,702,621	\$5,923,766	\$5,936,902	\$5,983,292	\$5,960,000
General Fund//SIP/Gain Share	\$0	\$0	\$0	\$0	\$0	\$2,387,500	\$4,500,000	\$2,600,000	\$10,075,000	\$7,500,000	\$3,100,000
TUF Pavement O&M	\$979,167	\$851,915	\$910,830	\$944,121	\$990,349	\$1,132,762	\$1,698,362	\$2,596,051	\$3,216,264	\$3,646,226	\$3,650,000
TUF Pathways	\$1,026,434	\$759,610	\$785,451	\$794,651	\$815,103	\$991,949	\$1,052,832	\$1,566,988	\$1,149,276	\$1,190,556	\$1,175,000
SWM	\$3,250,158	\$3,637,611	\$4,061,770	\$4,464,287	\$4,891,282	\$5,353,974	\$5,948,932	\$6,511,009	\$7,249,995	\$8,219,440	\$8,600,000
SWM SDCs	\$303,840	\$237,891	\$281,518	\$315,367	\$356,718	\$405,174	\$451,411	\$394,589	\$202,249	\$308,885	\$171,000
SWM Local Service Fee	\$0	\$0	\$0	\$0	\$0	\$364,938	\$859,387	\$850,438	\$897,594	\$978,687	\$940,000
Total	\$12,615,498	\$12,106,429	\$14,685,388	\$14,895,946	\$15,721,656	\$21,492,639	\$28,166,695	\$26,869,039	\$32,575,897	\$32,709,419	\$27,386,000

*Historical revenues from developer contributions are not reflected since there is no specific accounting standard used at present.

Source: budget history provided to FCS by City on December 1, 2019.

Each transportation revenue source is utilized by the City for purposes ranging from O&M activities to capital construction. **Exhibit 3.2** reflects how funding in Hillsboro is generally allocated between O&M or for capital, and others are used for both purposes.

Exhibit 3.2: Expected Allocation of Transportation Revenue

Funding Source	O&M	Capital (utility under- grounding)	Capital (local/ neighborhood facilities)	Capital (collector/ arterial facilities)	Total
State & County Gas Tax	90%	0%	10%	0%	100%
TUF PMP	100%	0%	0%	0%	100%
TUF Pathways	30%	0%	0%	70%	100%
General Fund Gain Share	0%	0%	0%	100%	100%
General Fund, SIP Funds	100%	0%	0%	0%	100%
SWM SDCs	0%	0%	35%	65%	100%
SWM	100%	0%	0%	0%	100%
SWM Local Service Fee	60%	0%	30%	10%	100%
Vehicle Registration Fee	90%	0%	10%	0%	100%
Transportation Dev. Tax	0%	0%	0%	100%	100%
Transportation TIF	0%	0%	0%	100%	100%
SoHi TSDC	0%	4%	17%	79%	100%
SoHi LID	0%	0%	0%	100%	100%
Developer Contributions*	0%	0%	20%	80%	100%
North Hillsboro URD	0%	0%	100%	0%	100%
MSTIP	0%	0%	0%	100%	100%

Source: City of Hillsboro staff input as of Jan. 30, 2020; * Reflects non-creditable TDT/TSDC contributions.

Fund Balances and Credits Outstanding

The City maintains several funds that account for transportation revenues and expenditures. **Exhibit 3.3** summarizes the current estimated balances in these accounts. For analysis purposes, it is assumed that these revenues will be carried over into FYE 2020 and that all outstanding credits will be redeemed over the planning horizon.

Exhibit 3.3: Existing Fund Balances and Credits Outstanding

Fund Name or Credit Category	2020 Existing Fund Balance
Transportation Fund (200)	\$6,438,380
Pathways Fund - Gas Tax (202)	\$393,944
Transportation Depreciation Fund (204)	\$2,702,185
TUF Pavement Management Fund (205)	\$4,041,968
Transportation Utility Fee (TUF) Pathways Fund (206)	\$3,225,935
Traffic Impact Fee (TIF) Fund (210)	\$8,142,573
Transportation Development Tax (TDT) Fund (212)	\$16,471,799
SoHi TDT Credits	(\$6,298,510)
Non-SoHi TDT Credits	(\$851,249)

Source: City of Hillsboro, Jan. 2020 estimates.

Existing Transportation Revenue Trends and Baseline Assumptions

This section identifies trends and the projected outlook for future revenues for current sources of transportation revenues in the City.

Transportation Development Tax

Most capital funding for local collector and arterial roads in the City has historically been derived from Transportation Development Tax (TDT) revenues. The TDT is a Washington County transportation program that functions like a system development charge or impact fee. It was approved by county voters in 2008, and effectively supplanted the prior Transportation Impact Fee (TIF) program, which was first approved by county voters back in 1990. TDT revenues accounted for \$39 million in capital funding for collectors and arterials within the City over the past 10 years (between FY 2009/10 and FY 2019/20).

The baseline transportation forecast assumes that TDT revenues in the City (outside the SoHi district) are based on current TDT rates of approximately \$949 per net new average daily vehicle trip; and growth consistent with the modified Metro Gamma Forecast assumptions provided in Appendix A. The baseline forecast also conservatively assumes that a portion of non-residential job growth will be accommodated within existing buildings primarily through increased employment density and that 50% of gross TDT revenues will be creditable (based on prior existing uses and creditable developer contributions to transportation improvements).

Developer Contributions

The City of Hillsboro has been quite effective at requiring developers to construct and dedicate public transportation facilities as a condition of development. Examples include improvements around Orenco Station, Intel plants, and major subdivisions in NW Hillsboro. In many cases, the developer contribution exceeds the amount of TDT revenue and is referred to as a non-creditable developer contribution. Over the past decade, according to city staff, the average share of (non-TDT creditable) developer contributions for transportation facilities (on collectors/arterials) as a percent of TDT revenues was 52% (after credits).

The final adopted funding strategy for South Hillsboro results in a leveraging ratio of 67 cents of non-creditable developer contributions for each \$1.00 in TDT assessments.

The value of the non-creditable portion of developer contributions has varied widely year-to-year and since the City does not currently account for these contributions in its budget it is difficult to forecast the value of developer contributions. Based on review of TDT accounting over the past 5 years (2014 to 2019), the City has leveraged approximately \$7.0 million (\$1.4 million per year on average) in non-creditable developer contributions for transportation facilities outside the SoHi subdistrict.

The baseline forecast assumes that the future value of non-creditable developer contributions outside of SoHi will continue at the historical average of \$1.4 million per year. Developer contributions within SoHi are assumed to be consistent with the *SoHi Transportation System Development Charge Methodology Report*, adopted in 2015.

South Hillsboro TSDC and LID programs

The **SoHi Transportation System Development Charge (TSDC)** program and the **SoHi Local Improvement District (LID)** were implemented by the City between 2015-2017. While historical transportation funding revenues from SoHi TSDC and LID programs have not been significant up to this point in time, these programs will both generate substantial revenue in future years (more

discussion is provided in the next section). New development within SoHi will be required to pay the TDT and the TSDC to fund eligible transportation projects. Properties that have opted into the LID program will be required to pay into a \$26.8 million LID along with a discounted TSDC (TSDC discount is currently scheduled to phase out by year 2023).

The baseline forecast assumes that the SoHi TSDC revenues will be consistent with the adopted SoHi TSDC Methodology Report assumptions, which were adopted by the City in 2015. LID principal is assumed to be paid back to the City over the first 10 years or by FYE 2031.

Downtown Hillsboro Urban Renewal Area

The Downtown Hillsboro Urban Renewal Area, adopted by the City Council in 2009, encompasses 1,108 acres. The Area includes the Main Street commercial district; the Baseline/Oak, 10th Avenue, and light rail corridors; the southwest industrial area; and portions of Downtown area residential neighborhoods. The Downtown Framework Plan identifies over \$101 million in project improvements that are needed, including \$10 million for public transportation facilities, \$6 million for streets and \$3 million for streetscape improvements. **The baseline forecast conservatively excludes these potential transportation revenues at this time.**

North Hillsboro Industrial Renewal Area

The North Hillsboro Industrial Renewal Area (IRA) was created after recognizing the environmental and utility infrastructure needs facing the industrial land within the IRA 1,090-acre boundary. To competitively recruit and meet the needs of industrial users, the Urban Renewal Plan provides a new funding source (tax increment financing) for addressing utilities, transportation access, environmental mitigation and natural amenities such as trails and open space. The plan allows tax increment financing as a viable funding source to address these challenges. The adopted plan is expected to support \$75 million in targeted transportation improvements over the next 25 years. **The baseline forecast assumes that approximately \$53 million in transportation funding will be provided through this funding source over the FYE 2020 through FYE 2040 timeframe.**

Major Streets Transportation Improvement Program

The Washington County Major Streets Improvement Program (MSTIP) helps fund transportation projects throughout urban portions of Washington County. MSTIP is a county-wide mechanism for funding transportation projects on regional roads (primarily arterials). It is funded through County property taxes and has existed since the mid-1980's.

MSTIP revenues are planned to provide a significant share of new construction associated with designated arterial improvements within the City, including:

- Cornelius Pass Road project from TV Hwy to Frances - \$19.3 million
- TV Hwy/209th intersection – \$14.8 million
- 209th – TV Hwy to Blanton - \$4.3 million
- TV Hwy/Century intersection - \$1.5 million
- 229th/Butternut Creek - \$5.8 million

Future MSTIP revenues for arterials within the City are not easy to predict, since they are subject to Washington County appropriations. Hence for analysis purposes, **the baseline transportation funding scenario assumes that the long-term allocation to the City will be the midpoint of the**

low and high end “fair share” allocation based on population and assessed value growth (see Appendix D).

Transportation Utility Fee Programs

Hillsboro has two types of transportation utility fee (TUF) programs. The Pavement Management Program fee (TUF PMP) is used exclusively for street maintenance. The TUF Pathway Program fee is used for both construction and maintenance of sidewalks and pathways. **The baseline forecast conservatively assumes that revenue from the TUF programs will increase by 1.0% annually.**

Stormwater Management Programs

Additional funding used by the City to address surface water on roads includes the Stormwater Management (SWM) system development charge (SDC) program, which generated a total of \$3.4 million over the past 10 years. SWM SDCs are one-time charges on new development and this revenue is used for construction of storm sewers and catch basins as well as other types of storm water management improvements.

The City also utilizes a portion of monthly stormwater management utility fee revenues associated with the SWM program and SWM local service fee program for stormwater facility maintenance and some capital facilities.

The baseline forecast conservatively assumes that revenue from the SWM programs will increase by 1.0% annually.

State Shared Tax Revenues

Transportation O&M costs are primarily funded by State and County fuel taxes and motor vehicle registration fees (as pass through revenues to the City).

In 2017, the Oregon legislature passed the “Keep Oregon Moving” House Bill 2017, which raises the fuel tax from 34 cents per gallon (in 2017) to 44 cents by year 2024. The federal tax is 18.4 cents per gallon. Of the nearly \$60 million this increase will raise, 20% goes to Oregon counties, 30% to Oregon cities and 50% to ODOT.

Gas Tax Increase Schedule

- \$0.04 - Jan. 1, 2018
- \$0.02 – Jan. 1, 2020
- \$0.02 – Jan. 1, 2022
- \$0.02 – Jan. 1, 2024

Annual State-shared tax revenues to the City have been approximately \$5.9 to \$6.0 million for each of the past four years. After full phase in of HB 2017, fuel tax revenues will likely be flat or could decline as vehicles become more fuel efficient.

The baseline growth forecast for state fuel tax revenue is based on figures provided in the October 2019 ODOT County/City Apportionment Forecast Summary for Hillsboro. Fuel tax revenues are assumed to be flat after 2025, after the HB2017 gas tax increases cease. State vehicle registration fee pass-through revenue is assumed to increase at 1.0% annually. Note, this projected growth rate is generally consistent with population growth.

County Shared Tax Revenues

Washington County fuel tax revenues and vehicle registration fees also provide revenue for the City, which is primarily used for street maintenance. This revenue is expected to generate \$400,000 in FY 2019/20. Historically, the revenue received from the County-shared tax revenues has increased by 1.2% annually over the past 10 years. **The baseline transportation revenue forecast assumes that future revenues from this program will increase by 1.0% annually.**

Hillsboro Gain Share and Strategic Investment Programs

In past years, the Hillsboro City Council has occasionally allocated General Fund revenue derived from the Gain Share and Strategic Investment Program to transportation capital projects and O&M activities (particularly street lighting). These programs were authorized by the Oregon Legislature and approved by city and county governments, and revenues are derived from fees in lieu of property taxes that are paid by employers, (such as Intel) that make major capital facility investments.

Over the next several years, the City has committed most of the Gain Share and SIP revenues to the HiLight high speed affordable internet access program.

The baseline transportation revenue forecast assumes that \$500,000 in Gain Share funds will continue to be allocated to street lighting needs.

State and Federal Grants

The City has occasionally utilized some of the above-mentioned local funding sources to leverage state or federal grants for transportation projects. Over the past 10 years, annual grant awards have ranged from \$15,000 to nearly \$700,000. It is difficult to predict how much non-local grant funding will be available and even harder to estimate how much the City would receive in the future. **Hence, the baseline forecast assumes that the annual amount of state and federal grants will be equivalent to the average annual amount received by the City over the past 10 years (\$411,000 per year).**

4. BASELINE TRANSPORTATION REVENUE FORECAST

Applying the baseline growth assumptions described in the prior section, **Exhibit 4.1** summarizes the net new transportation revenues over the planning horizon. Please refer to **Appendix E** for detailed annual average forecast assumptions.

The baseline forecast reflects revenues that are expected from existing funding sources over FYE 2020 through FYE 2040 timeframe. The long-range forecast includes \$1.24 billion in funding, with \$532.9 million (43%) for O&M and the remainder of \$705.3 million (57%) for capital construction. Within the capital categories, approximately \$586.7 million would be allocated to collector/arterial facilities, \$115.3 million to local/neighborhood facilities and \$3.3 million to utility undergrounding.

The baseline forecast does not reflect the existing fund balances (see Exhibit 3.3) nor the MSTIP funding that has been committed to ongoing construction projects in the City (see page 7).

Hence, the City will want to add \$41.3 million in existing fund balances (Exhibit 3.3). Note, the amount of outstanding TDT/TSDC credits has been deducted from baseline revenue forecast.

The long-range MSTIP funding allocation within the City could range from \$237 million to \$267 million (\$252 million midpoint), if allocations are in line with growth in population or assessed property value (AV). The MSTIP baseline forecast of \$206.1 million does not reflect the \$45.7 million in MSTIP funding on the five capital projects now underway (see list on page 7).

Exhibit 4.1: Baseline Revenue Forecast: FYE 2020 to FYE 2040

Funding Source	O&M	Capital (utility under- grounding)	Capital (local/ neighborhood facilities)	Capital (collector/ arterial facilities)	Total
State & County Gas Tax	\$143,661,849	\$0	\$15,962,428	\$0	\$159,624,277
TUF PMP	\$84,823,058	\$0	\$0	\$0	\$84,823,058
TUF Pathways	\$8,191,816	\$0	\$0	\$19,114,237	\$27,306,053
General Fund Gain Share	\$0	\$0	\$0	\$13,100,000	\$13,100,000
General Fund, SIP Funds	\$10,500,000	\$0	\$0	\$0	\$10,500,000
SWM SDCs	\$0	\$0	\$1,390,866	\$2,583,036	\$3,973,902
SWM	\$199,857,069	\$0	\$0	\$0	\$199,857,069
SWM Local Service Fee	\$13,106,905	\$0	\$6,553,453	\$2,184,484	\$21,844,842
Vehicle Registration Fee	\$72,785,156	\$0	\$8,087,240	\$0	\$80,872,395
Transportation Dev. Tax	\$0	\$0	\$0	\$187,224,642	\$187,224,642
Transportation TIF	\$0	\$0	\$0	\$125,000	\$125,000
SoHi TSDC	\$0	\$3,327,706	\$14,142,752	\$65,722,198	\$83,192,656
SoHi LID	\$0	\$0	\$0	\$26,800,000	\$26,800,000
Developer Contributions*	\$0	\$0	\$15,948,565	\$63,794,262	\$79,742,827
North Hillsboro URD	\$0	\$0	\$53,200,000	\$0	\$53,200,000
MSTIP	\$0	\$0	\$0	\$206,057,908	\$206,057,908
Total	\$532,925,853	\$3,327,706	\$115,285,303	\$586,705,767	\$1,238,244,629

Source: Derived from Appendix E. * Reflects non-creditable TDT/TSDC contributions. Excludes outstanding TDT/TSDC credits, existing fund balances, and MSTIP allocations on current construction projects.

5. POTENTIAL NEW FUNDING SOURCES

This memorandum identifies potential transportation revenues from funding sources that are currently in place. In addition to the current regime of local funding resources, the City may also explore new funding sources or increase existing funding rates and charges to address capital infrastructure and O&M needs.

While any detailed analysis of additional transportation funding options is beyond the scope of this assignment, other new sources of transportation funding may include:

- A citywide transportation system development charge (TSDC). A preliminary analysis indicates that a \$500 TSDC (per average daily vehicle trip) charged to development within the City outside the SoHi area would generate about \$2 to \$3 million annually in gross revenues (before credits or discounts). Note, SoHi is excluded since it already has a TSDC.
- New Local Improvement Districts or Reimbursement Districts
- Debt financing through loans or bonds
- Local City vehicle fuel tax
- Increases in existing local funding sources over and above rates of inflation
- Potential increases in Metro, state or federal grant-funded transportation improvements, such as the Metro “Transportation 2020” improvement program.

APPENDIX A: HOUSEHOLDS AND EMPLOYMENT GROWTH FORECAST

Hillsboro Net New Households and Employment: 2015 to 20140								
Traffic Analysis Zone (TAZ)	Households	Employment	Buildable Acres by Gen. Plan Designation					Total
			Retail/Service	Office	Mfg.	Ware-house	Data/Other	
1252	(0)	3,021		25%	35%	25%	15%	100%
1253	10	2,382	10%	20%	30%	25%	15%	100%
1254	10	7		25%	45%	30%		100%
1256	27	1	No TDT					0%
1257	18	2	No TDT					0%
1258	0	4,967		25%	30%	25%	20%	100%
1259	202	-	No TDT					0%
1260	2	1,969	20%	15%	40%	25%		100%
1261	0	(472)	No TDT					0%
1262	0	129		20%	35%	25%	20%	100%
1263	80	2,505	50%	50%				100%
1264	(96)	205	70%	30%				100%
1265	(128)	242	60%	40%				100%
1266	(112)	51	75%	25%				100%
1267	0	763	75%	25%				100%
1268	0	4,415		25%	55%	20%		100%
1269	0	8,380		25%	65%		10%	100%
1270	3	3,186		20%	35%	15%	30%	100%
1271	(5)	2,960	5%	20%	40%	20%	15%	100%
1272*	-	2,325		25%	30%	25%	20%	100%
1273	(19)	1,256		25%	30%	25%	20%	100%
1274*	0	3,525		25%	30%	25%	20%	100%
1275	-	3	No TDT					0%
1276	1	-	No TDT					0%
1277	185	27		100%				100%
1278	(148)	8		100%				100%
1279	1	1,117	30%	30%		25%	15%	100%
1280	(2)	(59)	No TDT					0%
1281	0	685	10%	30%	25%	35%		100%
1282	(51)	2,784	20%	45%	25%	10%		100%
1283	(41)	75	75%	25%				100%
1284	(172)	6	75%	25%				100%
1285	(13)	26	100%					100%
1286	130	503		100%				100%
1287	143	6	40%	60%				100%
1288	3,751	1,493	30%	70%				100%
1289	777	835	20%	80%				100%
1290	262	(194)	No TDT					0%
1291	-	1,322		100%				100%
1292	1,673	418	25%	75%				100%
1293	57	6		100%				100%
1294	899	471	35%	30%	25%	10%		100%
1295	(15)	683		30%	50%	20%		100%
1296	0	544	60%	40%				100%
1297	11	193	No TDT					0%
1298	(64)	226	50%	10%	30%	10%		100%
1299	(17)	81	No TDT					0%
1300	(10)	73	No TDT					0%

Hillsboro Net New Households and Employment: 2015 to 20140									
Traffic Analysis Zone (TAZ)	Households	Employment	Buildable Acres by Gen. Plan Designation						
			Retail/Service	Office	Mfg.	Ware-house	Data/Other	Total	
1300	(10)	73	No TDT						0%
1301	27	29	No TDT						0%
1302	148	26		100%				100%	
1303	36	19	No TDT						0%
1304	451	219	40%	60%				100%	
1305	9	28	100%					100%	
1306	17	11	100%					100%	
1307	157	17	50%	50%				100%	
1308	33	17	No TDT						0%
1309	253	15	100%					100%	
1310	297	125	90%	10%				100%	
1315	83	(0)	No TDT						0%
1316	12	63	40%	(No TDT for remaining 60%)				40%	
1317	89	19	No TDT						0%
1318	149	22	70%	(No TDT for remaining 30%)				70%	
1319	96	44	30%	(No TDT for remaining 70%)				30%	
1320	85	923	70%	30%				100%	
1321	198	586	40%	60%				100%	
1322	91	1,756	15%	85%				100%	
1323	28	73	100%					100%	
1324	0	228	40%	60%				100%	
1325	319	1,076	40%	20%	30%	10%		100%	
1326	459	1,743	30%	70%				100%	
1327	277	476	80%	20%				100%	
1328	88	17	No TDT						0%
1329	130	66	80%	(No TDT for remaining 20%)				80%	
1330	(55)	117	100%					100%	
1331	34	15	No TDT						0%
1332	85	121	100%					100%	
1341	1,158	1,160	Use SoHi program						0%
1342*	317	198	65%	20%	15%			100%	
1343	241	101	100%					100%	
1344	173	133	100%					100%	
1345	178	12	100%					100%	
1346	22	20	No TDT						0%
1347	15	349		15%	60%	25%		100%	
1348	8	-	No TDT						0%
1349	10	-	No TDT						0%
1350	415	57	80%	20%				100%	
1351	355	19	Use SoHi program						0%
1352	1,640	79	Use SoHi program						0%
1353	845	100	Use SoHi program						0%
1363	989	118	Use SoHi program						0%
1364	-	-	No TDT						0%
1365	-	-	No TDT						0%
1366	1,651	298	Use SoHi program						0%
1367	1,381	79	Use SoHi program						0%
1373	350	6	Use SoHi program						0%
1374	11	25	No TDT						0%
1456	8	35	No TDT						0%
1458	5	5	No TDT						0%
1461	-	36	No TDT						0%
1462	-	15	No TDT						0%
Total	20,718	63,847							
SoHi	8,369	1,859							
City (non SoHi)	12,349	61,988							

* reflects TAZ with modified growth based on City of Hillsboro staff input as of Jan. 1, 2020.

Source: 2040 forecast based on Metro "Gamma" model; and 2015 data derived from Metro "Willima" model

APPENDIX B: TDT REVENUE FORECAST

Appendix B-1: Future 2020-2040 Trip Generation Assumptions by Land Use (excluding SoHi)

Land Use Type	Unit	Peak Trip Rate Per Unit	Net New Dwellings (Metro TAZs)	Net New Jobs: 2020-2040 (Metro TAZs)	Jobs per 1000 SF*	Floor Area (K SF)	Vacancy Rate*	Refill Rate (lower end)*	Refill Rate (upper end)**	Proj. Net New Floor Area, Lower Est. (K SF)	Proj. Net New Floor Area, Upper Est. (K SF)
Single Family Detached	dwelling unit	1	2,766								
Condo/Townhomes	dwelling unit	0.52	1,203								
Apartments	dwelling unit	0.62	9,391								
Retail/Service	1,000 GFA	2.65		7,827	2.0	3,914	10%	25%	50%	1,957	2,935
Office	1,000 GFA	1.49		18,299	2.9	6,421	10%	15%	30%	4,494	5,458
Manufacturing	per job	0.4		16,013	1.4	11,198	7%	25%	50%	5,599	8,398
Warehouse	per job	0.48		7,018	0.5	14,036	5%	25%	50%	7,018	10,527
Other	1,000 GFA	0.99		4,933	0.2	24,665	0%	10%	25%	18,499	22,199
Total			13,360	50,591		60,234				37,567	49,517

Source: City of Hillsboro, staff estimates, shown in Appendix B1, adjusted to 2020-2040 time frame.

* Assumptions are consistent with those used in the Hillsboro Economic Opportunities Analysis, 2019. Existing vacancy rates held constant for analysis purposes.

** Refill rate takes into account projected increase in employee density within existing buildings; consistent with Metro Urban Growth Report: 2009 to 2050.

Appendix B-2 TDT Assumptions by Land Use Type, City of Hillsboro (excluding SoHi)

Land Use	Unit	ADT Trip Rate Per Unit	TDT Rate Per Unit (FYE 20)	TDT Revenue from New Housing	TDT Revenue from Non-Res. (Lower-end)	TDT Revenue from Non-Res. (Upper-end)	Total TDT Revenue (Lower-end)	Total TDT Revenue (Upper-end)
Single Family Detached	dwelling unit	9.45	\$ 8,968	\$ 17,028,462			\$ 17,028,462	\$ 17,028,462
Condo/Townhomes	dwelling unit	0.60	\$ 5,364	\$ 6,025,864			\$ 6,025,864	\$ 6,025,864
Apartments	dwelling unit	0.65	\$ 5,867	\$ 51,427,073			\$ 51,427,073	\$ 51,427,073
Retail/Service*	1,000 GFA		\$ 12,314		\$ 24,095,906	\$ 36,143,859	\$ 24,095,906	\$ 36,143,859
Office	1,000 GFA		\$ 9,412		\$ 42,301,873	\$ 51,366,560	\$ 42,301,873	\$ 51,366,560
Manufacturing	1,000 GFA		\$ 3,500		\$ 19,596,151	\$ 29,394,227	\$ 19,596,151	\$ 29,394,227
Warehouse	1,000 GFA		\$ 4,493		\$ 31,532,770	\$ 47,299,155	\$ 31,532,770	\$ 47,299,155
Other	1,000 GFA	0.99	\$ 1,500		\$ 27,748,294	\$ 33,297,953	\$ 27,748,294	\$ 33,297,953
Gross TDT Revenue before credits				\$ 74,481,399	\$ 145,274,994	\$ 197,501,753	\$ 219,756,393	\$ 271,983,152
Total Avg. Annual TDT Revenue before credits (20 years)							\$ 10,987,820	\$ 13,599,158

* Retail/Services straight ITE rate 3.71; after pass-by 2.65 (from Kittelson Associates calculation).

Source: calculations assume current TDT rates (equates to \$949 per ADVT); ITE Trip Generation Manual 9th Edition.

APPENDIX C1: SOHI TDT REVENUE FORECAST

South Hillsboro Net New Development Absorption Forecast (as of Jan. 1, 2020)

Land Use	Unit	2016-19	2020	2021	2022	2023	2024	2025
Single Family Detached	dwelling unit	313	185	185	185	185	185	185
Condo/Townhomes	dwelling unit	189	190	190	190	190	190	190
Apartments	dwelling unit	300	105	105	105	105	105	105
Retail/Service	1,000 GFA						41	41
Office	1,000 GFA	-					30	30

Land Use	Unit	2016-19	2020	2021	2022	2023	2024	2025
Single Family Detached	dwelling unit	-		-	175	175	175	175
Condo/Townhomes	dwelling unit	-		-	4	4	4	4
Elementary School	student	-		1,368	-	-	-	-
Middle School	student	-		-	-	-	-	-
Schools (total)	SF (at 50 sf per student)			68,400	-	-	-	-
Parks	acre	-		4	4	4	4	4

Land Use	Unit	2016-19	2020	2021	2022	2023	2024	2025
Single Family Detached	dwelling unit	313	185	185	360	360	360	360
Condo/Townhomes	dwelling unit	189	190	190	194	194	194	194
Apartments	dwelling unit	300	105	105	105	105	105	105
Retail/Service	1,000 GFA	-	-	-	-	-	41	41
Office	1,000 GFA	-	-	-	-	-	30	30
Schools (total)	1,000 GFA	-	-	68	-	-	-	-
Parks	acre	-	-	4	4	4	4	4

Source: based on adopted South Hillsboro Transportation System Development Charge Methodology Report (2015) development program forecast and cit

TDT RATES		2019	2020	2021	2022	2023	2024	2025
Land Use		Area 1 and 2 Rate						
Single Family Detached	Dwelling Unit		\$8,968	\$8,968	\$8,968	\$8,968	\$8,968	\$8,968
Condo/Townhomes	Dwelling Unit		\$5,364	\$5,364	\$5,364	\$5,364	\$5,364	\$5,364
Apartments	Dwelling Unit		\$5,867	\$5,867	\$5,867	\$5,867	\$5,867	\$5,867
Retail/Service	1,000 GFA		\$12,314	\$12,314	\$12,314	\$12,314	\$12,314	\$12,314
Office	1,000 GFA		\$9,412	\$9,412	\$9,412	\$9,412	\$9,412	\$9,412
Schools (@50 sf per student)	1,000 GFA		\$9,200	\$9,200	\$9,200	\$9,200	\$9,200	\$9,200
Parks	acre		\$1,504	\$1,504	\$1,504	\$1,504	\$1,504	\$1,504

TDT REVENUE		2020	2021	2022	2023	2024	2025
Land Use	Area 1	Area 1 and 2					
Single Family Detached		\$1,660,874	\$1,660,874	\$3,230,274	\$3,230,274	\$3,230,274	\$3,230,274
Condo/Townhomes		\$1,017,014	\$1,017,014	\$1,038,470	\$1,038,470	\$1,038,470	\$1,038,470
Apartments		\$617,208	\$617,208	\$617,208	\$617,208	\$617,208	\$617,208
Retail/Service		\$0	\$0	\$0	\$0	\$504,874	\$504,874
Office		\$0	\$0	\$0	\$0	\$282,360	\$282,360
Schools (total)		\$0	\$629,280	\$0	\$0	\$0	\$0
Parks		\$0	\$5,598	\$5,598	\$5,598	\$5,598	\$5,598
Total (before credits)		\$3,295,096	\$3,929,975	\$4,891,551	\$4,891,551	\$5,678,785	\$5,678,785

South Hillsboro Net New Development Absorption Forecast (as of Jan. 1, 2020)

		Area 1					
Land Use	Unit	2026	2027	2028	2029	2030	2031
Single Family Detached	dwelling unit	185	185	185	185		
Condo/Townhomes	dwelling unit	190	190	190	190		
Apartments	dwelling unit	105	105	105	105		
Retail/Service	1,000 GFA	41	41	41			
Office	1,000 GFA	30	30	30			

		Other Absorption (estimate)					
Land Use	Unit	2026	2027	2028	2029	2030	2031
Single Family Detached	dwelling unit	175	175	175	175	175	176
Condo/Townhomes	dwelling unit	4	4	4	4	4	4
Elementary School	student	1,368	-	-	-	-	-
Middle School	student	982	-	-	-	-	-
Schools (total)	SF (at 50 sf per student)	117,500	-	-	-	-	-
Parks	acre	4	4	4	4	4	4

		Total					
Land Use	Unit	2026	2027	2028	2029	2030	2031
Single Family Detached	dwelling unit	360	360	360	360	175	176
Condo/Townhomes	dwelling unit	194	194	194	194	4	4
Apartments	dwelling unit	105	105	105	105	-	-
Retail/Service	1,000 GFA	41	41	41	-	-	-
Office	1,000 GFA	30	30	30	-	-	-
Schools (total)	1,000 GFA	118	-	-	-	-	-
Parks	acre	4	4	4	4	4	4

Source: based on adopted South Hillsboro Transportation System Development Charge Methodology Report (2015) development program

TDT RATES		2026	2027	2028	2029	2030	2031
Land Use							
Single Family Detached	Dwelling Unit	\$8,968	\$8,968	\$8,968	\$8,968	\$8,968	\$8,968
Condo/Townhomes	Dwelling Unit	\$5,364	\$5,364	\$5,364	\$5,364	\$5,364	\$5,364
Apartments	Dwelling Unit	\$5,867	\$5,867	\$5,867	\$5,867	\$5,867	\$5,867
Retail/Service	1,000 GFA	\$12,314	\$12,314	\$12,314	\$12,314	\$12,314	\$12,314
Office	1,000 GFA	\$9,412	\$9,412	\$9,412	\$9,412	\$9,412	\$9,412
Schools (@50 sf per student)	1,000 GFA	\$9,200	\$9,200	\$9,200	\$9,200	\$9,200	\$9,200
Parks	acre	\$1,504	\$1,504	\$1,504	\$1,504	\$1,504	\$1,504

TDT REVENUE		2026	2027	2028	2029	2030	2031
Land Use							
Single Family Detached		\$3,230,274	\$3,230,274	\$3,230,274	\$3,230,274	\$1,569,400	\$1,578,368
Condo/Townhomes		\$1,038,470	\$1,038,470	\$1,038,470	\$1,038,470	\$21,456	\$21,456
Apartments		\$617,208	\$617,208	\$617,208	\$617,208	\$0	\$0
Retail/Service		\$504,874	\$504,874	\$504,874	\$0	\$0	\$0
Office		\$282,360	\$282,360	\$282,360	\$0	\$0	\$0
Schools (total)		\$1,081,000	\$0	\$0	\$0	\$0	\$0
Parks		\$5,598	\$5,598	\$5,598	\$5,598	\$5,598	\$5,598
Total (before credits)		\$6,759,785	\$5,678,785	\$5,678,785	\$4,891,551	\$1,596,454	\$1,605,422

South Hillsboro Net New Development Absorption Forecast (as of Jan. 1, 2020)

Area 1									
Land Use	Unit	2032	2033	2034	2035	2036	2037	2038	Total
Single Family Detached	dwelling unit				-	-	-	-	2,165
Condo/Townhomes	dwelling unit				-	-	-	-	2,085
Apartments	dwelling unit				-	-	-	-	1,352
Retail/Service	1,000 GFA				-	-	-	-	284
Office	1,000 GFA				-	-	-	-	150

Other Absorption (estimate as of 6/30/16)									
Land Use	Unit	2032	2033	2034	2035	2036	2037	2038	Total
Single Family Detached	dwelling unit	176	176	176	176	-	-	-	2,455
Condo/Townhomes	dwelling unit	4	4	4	4	-	-	-	56
Elementary School	student	-	-	-	-	-	-	-	2,736
Middle School	student	-	-	-	-	-	-	-	982
Schools (total)	SF (at 50 sf per student)	-	-	-	-	-	-	-	185,900
Parks	acre	4	4	4	4	4	4	3	67

Total									
Land Use	Unit	2032	2033	2034	2035	2036	2037	2038	Total
Single Family Detached	dwelling unit	176	176	176	176	-	-	-	4,620
Condo/Townhomes	dwelling unit	4	4	4	4	-	-	-	2,141
Apartments	dwelling unit	-	-	-	-	-	-	-	1,352
Retail/Service	1,000 GFA	-	-	-	-	-	-	-	205
Office	1,000 GFA	-	-	-	-	-	-	-	150
Schools (total)	1,000 GFA	-	-	-	-	-	-	-	186
Parks	acre	4	4	4	4	4	4	3	67

Source: based on adopted South Hillsboro Transportation System Development Charge Methodology Report (2015) development program forecast and city staff input.

TDT RATES		2032	2033	2034	2035	2036	2037	2038
Land Use								
Single Family Detached	Dwelling Unit	\$8,968	\$8,968	\$8,968	\$8,968	\$8,968	\$8,968	\$8,968
Condo/Townhomes	Dwelling Unit	\$5,364	\$5,364	\$5,364	\$5,364	\$5,364	\$5,364	\$5,364
Apartments	Dwelling Unit	\$5,867	\$5,867	\$5,867	\$5,867	\$5,867	\$5,867	\$5,867
Retail/Service	1,000 GFA	\$12,314	\$12,314	\$12,314	\$12,314	\$12,314	\$12,314	\$12,314
Office	1,000 GFA	\$9,412	\$9,412	\$9,412	\$9,412	\$9,412	\$9,412	\$9,412
Schools (@50 sf per student)	1,000 GFA	\$9,200	\$9,200	\$9,200	\$9,200	\$9,200	\$9,200	\$9,200
Parks	acre	\$1,504	\$1,504	\$1,504	\$1,504	\$1,504	\$1,504	\$1,504

TDT REVENUE		2032	2033	2034	2035	2036	2037	2038	Total
Land Use									
Single Family Detached		\$1,578,368	\$1,578,368	\$1,578,368	\$1,578,368	\$0	\$0	\$0	\$38,625,176
Condo/Townhomes		\$21,456	\$21,456	\$21,456	\$21,456	\$0	\$0	\$0	\$10,470,528
Apartments		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,172,084
Retail/Service		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,524,370
Office		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,411,800
Schools (total)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,710,280
Parks		\$5,598	\$5,598	\$5,598	\$5,598	\$6,016	\$6,016	\$4,512	\$100,517
Total (before credits)		\$1,605,422	\$1,605,422	\$1,605,422	\$1,605,422	\$6,016	\$6,016	\$4,512	\$61,014,755

APPENDIX C2: SOHI TSDC REVENUE FORECAST

South Hillsboro Net New Development Absorption Forecast (as of Jan. 1, 2020)

AREA 1								
Land Use	Unit	2016-19	2020	2021	2022	2023	2024	2025
Single Family Detached	dwelling unit	313	185	185	185	185	185	185
Condo/Townhomes	dwelling unit	189	190	190	190	190	190	190
Apartments	dwelling unit	300	105	105	105	105	105	105
Retail/Service	1,000 GFA	-	-	-	-	-	41	41
Office	1,000 GFA	-	-	-	-	-	30	30

Area 2								
Land Use	Unit	2016-19	2020	2021	2022	2023	2024	2025
Single Family Detached	dwelling unit	-	-	-	175	175	175	175
Condo/Townhomes	dwelling unit	-	-	-	4	4	4	4
Elementary School	student	-	-	1,368	-	-	-	-
Middle School	student	-	-	-	-	-	-	-
Schools (total)	SF (at 50 sf per student)	-	-	68,400	-	-	-	-
Parks	acre	-	-	4	4	4	4	4

Total								
Land Use	Unit	2016-19	2020	2021	2022	2023	2024	2025
Single Family Detached	dwelling unit	313	185	185	360	360	360	360
Condo/Townhomes	dwelling unit	189	190	190	194	194	194	194
Apartments	dwelling unit	300	105	105	105	105	105	105
Retail/Service	1,000 GFA	-	-	-	-	-	41	41
Office	1,000 GFA	-	-	-	-	-	30	30
Schools (total)	1,000 GFA	-	-	68	-	-	-	-
Parks	acre	-	-	4	4	4	4	4

Source: based on adopted South Hillsboro Transportation System Development Charge Methodology Report (2015) development program for

LOCAL TIF/TSDC RATES		2019	2020	2021	2022	2023	2024	2025
Land Use		Area 1 (non	Area 1 and 2 Rate					
Single Family Detached	Dwelling Unit		\$5,361	\$7,808	\$10,233	\$12,710	\$12,710	\$12,710
Condo/Townhomes	Dwelling Unit		\$2,788	\$4,060	\$5,321	\$6,609	\$6,609	\$6,609
Apartments	Dwelling Unit		\$3,323	\$4,827	\$6,331	\$7,880	\$7,880	\$7,880
Retail/Service	1,000 GFA		\$14,529	\$21,101	\$27,672	\$34,443	\$34,443	\$34,443
Office	1,000 GFA		\$7,989	\$11,602	\$15,214	\$18,936	\$18,936	\$18,936
Schools (total)	1,000 GFA		\$6,400	\$9,337	\$12,274	\$15,300	\$15,300	\$15,300
Parks	acre		\$3,288	\$4,775	\$6,263	\$7,795	\$7,795	\$7,795

LOCAL TIF/TSDC REVENUE		2020	2021	2022	2023	2024	2025
Land Use		Area 1	Area 1 and 2				
Single Family Detached			\$992,857	\$1,446,082	\$3,686,066	\$4,578,142	\$4,578,142
Condo/Townhomes			\$528,605	\$769,851	\$1,030,208	\$1,279,502	\$1,279,502
Apartments			\$349,580	\$507,780	\$665,981	\$828,976	\$828,976
Retail/Service			\$0	\$0	\$0	\$1,412,163	\$1,412,163
Office			\$0	\$0	\$0	\$568,080	\$568,080
Schools (total)			\$0	\$638,651	\$0	\$0	\$0
Parks			\$0	\$17,775	\$23,311	\$29,015	\$29,015
Total (before credits)			\$1,871,042	\$3,380,138	\$5,405,566	\$6,715,635	\$8,695,878

South Hillsboro Net New Development Absorption Forecast (as of Jan. 1, 2020)

AREA 1							
Land Use	Unit	2026	2027	2028	2029	2030	2031
Single Family Detached	dwelling unit	185	185	185	185	-	-
Condo/Townhomes	dwelling unit	190	190	190	190	-	-
Apartments	dwelling unit	105	105	105	105	-	-
Retail/Service	1,000 GFA	41	41	41	-	-	-
Office	1,000 GFA	30	30	30	-	-	-

Area 2							
Land Use	Unit	2026	2027	2028	2029	2030	2031
Single Family Detached	dwelling unit	175	175	175	175	175	176
Condo/Townhomes	dwelling unit	4	4	4	4	4	4
Elementary School	student	1,368	-	-	-	-	-
Middle School	student	982	-	-	-	-	-
Schools (total)	SF (at 50 sf per student)	117,500	-	-	-	-	-
Parks	acre	4	4	4	4	4	4

Total							
Land Use	Unit	2026	2027	2028	2029	2030	2031
Single Family Detached	dwelling unit	360	360	360	360	175	176
Condo/Townhomes	dwelling unit	194	194	194	194	4	4
Apartments	dwelling unit	105	105	105	105	-	-
Retail/Service	1,000 GFA	41	41	41	-	-	-
Office	1,000 GFA	30	30	30	-	-	-
Schools (total)	1,000 GFA	118	-	-	-	-	-
Parks	acre	4	4	4	4	4	4

Source: based on adopted South Hillsboro Transportation System Development Charge Methodology Report (2015) developer

LOCAL TIF/TSDC RATES		2026	2027	2028	2029	2030	2031
Land Use							
Single Family Detached	Dwelling Unit	\$12,710	\$12,710	\$12,710	\$12,710	\$12,710	\$12,710
Condo/Townhomes	Dwelling Unit	\$6,609	\$6,609	\$6,609	\$6,609	\$6,609	\$6,609
Apartments	Dwelling Unit	\$7,880	\$7,880	\$7,880	\$7,880	\$7,880	\$7,880
Retail/Service	1,000 GFA	\$34,443	\$34,443	\$34,443	\$34,443	\$34,443	\$34,443
Office	1,000 GFA	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936
Schools (total)	1,000 GFA	\$15,300	\$15,300	\$15,300	\$15,300	\$15,300	\$15,300
Parks	acre	\$7,795	\$7,795	\$7,795	\$7,795	\$7,795	\$7,795

LOCAL TIF/TSDC REVENUE		2026	2027	2028	2029	2030	2031
Land Use							
Single Family Detached		\$4,578,142	\$4,578,142	\$4,578,142	\$4,578,142	\$2,224,250	\$2,236,960
Condo/Townhomes		\$1,279,502	\$1,279,502	\$1,279,502	\$1,279,502	\$26,436	\$26,436
Apartments		\$828,976	\$828,976	\$828,976	\$828,976	\$0	\$0
Retail/Service		\$1,412,163	\$1,412,163	\$1,412,163	\$0	\$0	\$0
Office		\$568,080	\$568,080	\$568,080	\$0	\$0	\$0
Schools (total)		\$1,797,750	\$0	\$0	\$0	\$0	\$0
Parks		\$29,015	\$29,015	\$29,015	\$29,015	\$29,015	\$29,015
Total (before credits)		\$10,493,628	\$8,695,878	\$8,695,878	\$6,715,635	\$2,279,701	\$2,292,411

South Hillsboro Net New Development Absorption Forecast (as of Jan. 1, 2020)

AREA 1									
Land Use	Unit	2032	2033	2034	2035	2036	2037	2038	Total
Single Family Detached	dwelling unit	-	-	-	-	-	-	-	2,165
Condo/Townhomes	dwelling unit	-	-	-	-	-	-	-	2,085
Apartments	dwelling unit	-	-	-	-	-	-	-	1,352
Retail/Service	1,000 GFA	-	-	-	-	-	-	-	205
Office	1,000 GFA	-	-	-	-	-	-	-	150

Area 2									
Land Use	Unit	2032	2033	2034	2035	2036	2037	2038	Total
Single Family Detached	dwelling unit	176	176	176	176	-	-	-	2,455
Condo/Townhomes	dwelling unit	4	4	4	4	-	-	-	56
Elementary School	student	-	-	-	-	-	-	-	2,736
Middle School	student	-	-	-	-	-	-	-	982
Schools (total)	SF (at 50 sf per student)	-	-	-	-	-	-	-	185,900
Parks	acre	4	4	4	4	4	4	3	67

Total									
Land Use	Unit	2032	2033	2034	2035	2036	2037	2038	Total
Single Family Detached	dwelling unit	176	176	176	176	-	-	-	4,620
Condo/Townhomes	dwelling unit	4	4	4	4	-	-	-	2,141
Apartments	dwelling unit	-	-	-	-	-	-	-	1,352
Retail/Service	1,000 GFA	-	-	-	-	-	-	-	205
Office	1,000 GFA	-	-	-	-	-	-	-	150
Schools (total)	1,000 GFA	-	-	-	-	-	-	-	186
Parks	acre	4	4	4	4	4	4	3	67

Source: based on adopted South Hillsboro Transportation System Development Charge Methodology Report (2015) development program forecast and city st

LOCAL TIF/TSDC RATES		2032	2033	2034	2035	2036	2037	2038
Land Use								
Single Family Detached	Dwelling Unit	\$12,710	\$12,710	\$12,710	\$12,710	\$12,710	\$12,710	\$12,710
Condo/Townhomes	Dwelling Unit	\$6,609	\$6,609	\$6,609	\$6,609	\$6,609	\$6,609	\$6,609
Apartments	Dwelling Unit	\$7,880	\$7,880	\$7,880	\$7,880	\$7,880	\$7,880	\$7,880
Retail/Service	1,000 GFA	\$34,443	\$34,443	\$34,443	\$34,443	\$34,443	\$34,443	\$34,443
Office	1,000 GFA	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936	\$18,936
Schools (total)	1,000 GFA	\$15,300	\$15,300	\$15,300	\$15,300	\$15,300	\$15,300	\$15,300
Parks	acre	\$7,795	\$7,795	\$7,795	\$7,795	\$7,795	\$7,795	\$7,795

LOCAL TIF/TSDC REVENUE		2032	2033	2034	2035	2036	2037	2038	Total
Land Use									
Single Family Detached		\$2,236,960	\$2,236,960	\$2,236,960	\$2,236,960	\$0	\$0	\$0	\$51,581,049
Condo/Townhomes		\$26,436	\$26,436	\$26,436	\$26,436	\$0	\$0	\$0	\$11,443,796
Apartments		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,326,173
Retail/Service		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,060,815
Office		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,840,400
Schools (total)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,436,401
Parks		\$29,015	\$29,015	\$29,015	\$29,015	\$31,180	\$31,180	\$23,385	\$504,022
Total (before credits)		\$2,292,411	\$2,292,411	\$2,292,411	\$2,292,411	\$31,180	\$31,180	\$23,385	\$83,192,656

APPENDIX C3: SUMMARY OF TDT AND TSDC REVENUES

		Hillsboro TDT, TSDC, LID and Developer Contribution Transportation Revenue Forecast													
FYE:	Note	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030			
TDT (Non-SoHi) before credits		\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489
TDT (Non-SoHi) credits for prior use (@50%)		(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)
TDT (Non-SoHi) credits outstanding		(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)	(\$85,125)
TDT SoHi before credits		\$3,295,096	\$3,929,975	\$4,891,551	\$4,891,551	\$5,678,785	\$5,678,785	\$6,759,785	\$5,678,785	\$5,678,785	\$4,891,551	\$4,891,551	\$4,891,551	\$4,891,551	\$1,596,454
TDT SoHi credits outstanding		(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)	(\$629,851)
TSDC SoHi before credits		\$1,871,042	\$3,380,138	\$5,405,566	\$6,715,635	\$8,695,878	\$8,695,878	\$10,493,628	\$8,695,878	\$8,695,878	\$6,715,635	\$6,715,635	\$6,715,635	\$6,715,635	\$2,279,701
LID SoHi (debt principle)		\$0	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000	\$2,680,000
Developer Contributions (SoHi)*		\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000
Developer Contributions (Non SoHi)**		\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277
FYE:	Note	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total			
TDT (Non-SoHi) before credits		\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$12,293,489	\$258,163,261			
TDT (Non-SoHi) credits for prior use (@50%)		(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$6,146,744)	(\$129,081,631)			
TDT (Non-SoHi) credits outstanding		\$1,605,422	\$1,605,422	\$1,605,422	\$1,605,422	\$1,605,422	\$1,605,422	\$1,605,422	\$1,605,422	\$1,605,422	\$1,605,422	\$6,101,475			
TDT SoHi before credits		\$2,292,411	\$2,292,411	\$2,292,411	\$2,292,411	\$2,292,411	\$2,292,411	\$2,292,411	\$2,292,411	\$2,292,411	\$2,292,411	\$31,180			
TSDC SoHi before credits		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,385			
LID SoHi (debt principle)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Developer Contributions (SoHi)*		\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$50,400,000			
Developer Contributions (Non SoHi)**		\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$1,397,277	\$29,342,827			

* Derived from SoHi TSDC Methodology Report, Appendix A, which lists \$48 million in non-creditable developer contributions for listed transportation projects, spread over 20 years.

** Estimated by city staff based on actual average non-creditable developer contributions between 2014 and 2019.

See Appendix for supporting growth assumptions

APPENDIX D: MSTIP REVENUE FORECAST ASSUMPTIONS

Analysis of MSTIP Funds, FYE 2012-FYE 2020

	FY 2012-20											FY 2019-20		AAGR Trend
	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	Budgeted	Actual				
County AV	\$ 48,028,415,786	\$ 49,134,937,491	\$ 50,893,543,732	\$ 53,175,317,137	\$ 56,588,462,024	\$ 58,892,655,544	\$ 61,647,666,851	\$ 64,111,920,830	\$ 66,676,397,663	\$ 66,938,337,019			4.2%	
% Growth AV		2.50%	3.58%	4.48%	6.42%	4.07%	4.68%	4.00%	4.00%	4.00%				
County Perm rate	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400	\$ 2,248,400		
County Taxes Levied	\$ 107,965,839	\$ 110,475,317	\$ 114,428,512	\$ 119,560,091	\$ 127,234,011	\$ 132,415,432	\$ 138,608,207	\$ 144,151,229	\$ 149,917,199	\$ 150,510,704			4.2%	
MSTIP CF Transfer	\$ 28,647,932	\$ 31,484,065	\$ 33,018,576	\$ 34,559,903	\$ 37,024,289	\$ 38,813,107	\$ 40,278,000	\$ 42,499,311	\$ 43,564,685				5.4%	
% Growth MSTIP		9.90%	4.87%	4.79%	7.01%	4.83%	3.77%	5.51%	2.51%					
% of Total Taxes	26.53%	28.50%	28.86%	28.94%	29.10%	29.31%	29.06%	29.48%	29.06%					
Applied to Perm Rate	\$ 0.5966	\$ 0.6408	\$ 0.6488	\$ 0.6507	\$ 0.6543	\$ 0.6590	\$ 0.6534	\$ 0.6629	\$ 0.6534					
Growth Difference		7.60%	1.29%	0.31%	0.59%	0.76%	-0.90%	1.52%	-1.49%					

Source: City of Hillsboro, based on WA County Assessment data.

MSTIP Revenue Forecast							
AAGR Forecast		FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025
4.0%	WA County AV forecast	\$ 66,938,337,019	\$ 69,615,870,500	\$ 72,400,505,320	\$ 75,296,525,533	\$ 78,308,386,554	\$ 81,440,722,016
\$ 0.65	Proj. MSTIP GF Transfer	\$ 43,564,685	\$ 45,250,316	\$ 47,060,328	\$ 48,942,742	\$ 50,900,451	\$ 52,936,469
	Proj. Hillsboro share						
0.17002036	Low, based on pop. share	\$ 7,406,884	\$ 7,693,475	\$ 8,001,214	\$ 8,321,263	\$ 8,654,113	\$ 9,000,278
0.19195245	High, based on AV share	\$ 8,362,348	\$ 8,685,909	\$ 9,033,345	\$ 9,394,679	\$ 9,770,466	\$ 10,161,285
	Midpoint	\$ 7,884,616	\$ 8,189,692	\$ 8,517,280	\$ 8,857,971	\$ 9,212,290	\$ 9,580,781
		FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	
	WA County AV forecast	\$ 84,698,350,897	\$ 88,086,284,933	\$ 91,609,736,330	\$ 95,274,125,783	\$ 99,085,090,814	
	Proj. MSTIP GF Transfer	\$ 55,053,928	\$ 57,256,085	\$ 59,546,329	\$ 61,928,182	\$ 64,405,309	
	Proj. Hillsboro share						
	Low, based on pop. share	\$ 9,360,289	\$ 9,734,700	\$ 10,124,088	\$ 10,529,052	\$ 10,950,214	
	High, based on AV share	\$ 10,567,736	\$ 10,990,446	\$ 11,430,064	\$ 11,887,266	\$ 12,362,757	
	Midpoint	\$ 9,964,013	\$ 10,362,573	\$ 10,777,076	\$ 11,208,159	\$ 11,656,485	
		FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	
	WA County AV forecast	\$ 103,048,494,447	\$ 107,170,434,225	\$ 111,457,251,594	\$ 115,915,541,658	\$ 120,552,163,324	
	Proj. MSTIP GF Transfer	\$ 66,981,521	\$ 69,660,782	\$ 72,447,214	\$ 75,345,102	\$ 78,358,906	
	Proj. Hillsboro share						
	Low, based on pop. share	\$ 11,388,223	\$ 11,843,751	\$ 12,317,502	\$ 12,810,202	\$ 13,322,610	
	High, based on AV share	\$ 12,857,267	\$ 13,371,558	\$ 13,906,420	\$ 14,462,677	\$ 15,041,184	
	Midpoint	\$ 12,122,745	\$ 12,607,655	\$ 13,111,961	\$ 13,636,439	\$ 14,181,897	
		FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	Total 20-years
	WA County AV forecast	\$ 125,374,249,857	\$ 130,389,219,851	\$ 135,604,788,645	\$ 141,028,980,191	\$ 146,670,139,399	
	Proj. MSTIP GF Transfer	\$ 81,493,262	\$ 84,752,993	\$ 88,143,113	\$ 91,668,837	\$ 95,335,591	
	Proj. Hillsboro share						
	Low, based on pop. share	\$ 13,855,514	\$ 14,409,735	\$ 14,986,124	\$ 15,585,569	\$ 16,208,992	\$ 236,503,790
	High, based on AV share	\$ 15,642,831	\$ 16,268,544	\$ 16,919,286	\$ 17,596,058	\$ 18,299,900	\$ 267,012,026
	Midpoint	\$ 14,749,173	\$ 15,339,140	\$ 15,952,705	\$ 16,590,813	\$ 17,254,446	\$ 251,757,908

Source: FCS GROUP based on stated assumptions.

APPENDIX E: BASELINE REVENUE FORECAST ASSUMPTIONS

Revenue Category	Historic		Actual FYE 19	Estimates FYE 20	Forecast			Forecast FYE 24
	CAGR	Forecast CAGR			FYE 21	FYE 22	FYE 23	
State Gas Tax - O&M*	4.8%	3.4%	\$ 5,983,292	\$ 5,950,000	\$ 6,153,190	\$ 6,363,319	\$ 6,580,624	\$ 6,805,349
County Gas Tax - O&M	1.2%	1.0%	\$ 370,400	\$ 400,000	\$ 404,000	\$ 408,040	\$ 412,120	\$ 416,242
Vehicle Registration - State		1.0%	\$ 1,459,900	\$ 1,780,000	\$ 1,797,800	\$ 1,815,778	\$ 1,833,936	\$ 1,852,275
Vehicle Registration - County		1.0%	\$ 1,600,000	\$ 1,700,000	\$ 1,717,000	\$ 1,734,170	\$ 1,751,512	\$ 1,769,027
General Fund/SIP/Gain Share	5.4%		\$ 7,500,000	\$ 3,100,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Gen. Fund - StreetLights			\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TUF Pavement Mgmt. Program	14.1%	1.0%	\$ 3,646,226	\$ 3,650,000	\$ 3,686,500	\$ 3,723,365	\$ 3,760,599	\$ 3,798,205
TUF Pathways	1.4%	1.0%	\$ 1,190,556	\$ 1,175,000	\$ 1,186,750	\$ 1,198,618	\$ 1,210,604	\$ 1,222,710
Storm Water Management (SWM)	10.2%	1.0%	\$ 8,219,440	\$ 8,600,000	\$ 8,686,000	\$ 8,772,860	\$ 8,860,589	\$ 8,949,194
SWM Local Service Fee	2.3%	1.0%	\$ 978,687	\$ 940,000	\$ 949,400	\$ 958,894	\$ 968,483	\$ 978,168
SWM SDCs		1.0%	\$ 308,885	\$ 171,000	\$ 172,710	\$ 174,437	\$ 176,181	\$ 177,943
TIF (Non SoHi)			\$ 158,924	\$ 125,000	\$ -	\$ -	\$ -	\$ -
Net TDT (Non SoHi)	5.8%		\$ 4,338,084	\$ 3,275,000	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744
Net TDT (SoHi)**			\$ -	\$ 3,295,096	\$ 3,929,975	\$ 4,891,551	\$ 4,891,551	\$ 5,678,785
Net TSDC (SoHi)**			\$ -	\$ 1,871,042	\$ 3,380,138	\$ 5,405,566	\$ 6,715,635	\$ 8,695,878
Net SoHi LID**			\$ -	\$ -	\$ 2,680,000	\$ 2,680,000	\$ 2,680,000	\$ 2,680,000
Developer Contributions (SoHi, excl. LID)**			\$ -	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000
Developer Contributions (non-SoHi)**			\$ -	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277
North Hillsboro Urban Renewal Dist			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSTIP Funding (SoHi projects)***			\$ -	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000
MSTIP Funding (other non-SoHi projects)***			\$ -	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948
State/Federal Grants			\$ -	\$ 279,625	\$ 279,625	\$ 279,625	\$ 279,625	\$ 279,625
Total			\$ 36,254,394	\$ 50,652,989	\$ 56,011,058	\$ 62,194,192	\$ 63,909,428	\$ 67,091,371

* Growth forecast based on figures provided in October 2019 ODOT County/City Apportionment Forecast Summary for Hillsboro. Growth rate held flat after 2025, once HB2017 gas tax increases cease.

** Based on assumptions provided in Appendix A, B and C.

*** Based on assumptions provided in Appendix D.

CAGR: compound average annual growth rate.

Compiled by FCS GROUP.

Note: excludes existing SoHi TDT credits outstanding of \$6,298,510 & TDT Non-SoHi of \$851,249

Revenue Category	Forecast					Forecast
	FYE 25	FYE 26	FYE 27	FYE 28	FYE 29	FYE 30
State Gas Tax - O&M*	\$ 7,037,749	\$ 7,037,749	\$ 7,037,749	\$ 7,037,749	\$ 7,037,749	\$ 7,037,749
County Gas Tax - O&M	\$ 420,404	\$ 424,608	\$ 428,854	\$ 433,143	\$ 437,474	\$ 441,849
Vehicle Registration - State	\$ 1,870,798	\$ 1,889,506	\$ 1,908,401	\$ 1,927,485	\$ 1,946,760	\$ 1,966,227
Vehicle Registration - County	\$ 1,786,717	\$ 1,804,584	\$ 1,822,630	\$ 1,840,856	\$ 1,859,265	\$ 1,877,858
General Fund/SIP/Gain Share	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Gen. Fund - Street Lights	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TUF Pavement Mgmt. Program	\$ 3,836,187	\$ 3,874,549	\$ 3,913,294	\$ 3,952,427	\$ 3,991,951	\$ 4,031,871
TUF Pathways	\$ 1,234,937	\$ 1,247,286	\$ 1,259,759	\$ 1,272,357	\$ 1,285,080	\$ 1,297,931
Storm Water Management (SWM)	\$ 9,038,686	\$ 9,129,073	\$ 9,220,364	\$ 9,312,568	\$ 9,405,693	\$ 9,499,750
SWM Local Service Fee	\$ 987,949	\$ 997,829	\$ 1,007,807	\$ 1,017,885	\$ 1,028,064	\$ 1,038,345
SWM SDCs	\$ 179,723	\$ 181,520	\$ 183,335	\$ 185,168	\$ 187,020	\$ 188,890
TIF (Non SoHi)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Net TDT (Non SoHi)	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744
Net TDT (SoHi)**	\$ 5,678,785	\$ 6,759,785	\$ 5,678,785	\$ 5,678,785	\$ 4,891,551	\$ 1,596,454
Net TSDC (SoHi)**	\$ 8,695,878	\$ 10,493,628	\$ 8,695,878	\$ 8,695,878	\$ 6,715,635	\$ 2,279,701
Net SoHi LID**	\$ 2,680,000	\$ 2,680,000	\$ 2,680,000	\$ 2,680,000	\$ 2,680,000	\$ 2,680,000
Developer Contributions (SoHi, excl. LID)**	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000
Developer Contributions (non-SoHi)**	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277
North Hillsboro Urban Renewal Dist	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000
MSTIP Funding (SoHi projects)***	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000
MSTIP Funding (other non-SoHi projects)***	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948
State/Federal Grants	\$ 279,625	\$ 279,625	\$ 279,625	\$ 279,625	\$ 279,625	\$ 279,625
Total	\$ 67,515,408	\$ 70,587,712	\$ 67,904,452	\$ 68,101,896	\$ 65,533,838	\$ 58,004,220

Revenue Category	Forecast				Forecast
	FYE 31	FYE 32	FYE 33	FYE 34	FYE 35
State Gas Tax - O&M*	\$ 7,037,749	\$ 7,037,749	\$ 7,037,749	\$ 7,037,749	\$ 7,037,749
County Gas Tax - O&M	\$ 446,267	\$ 450,730	\$ 455,237	\$ 459,790	\$ 464,388
Vehicle Registration - State	\$ 1,985,890	\$ 2,005,749	\$ 2,025,806	\$ 2,046,064	\$ 2,066,525
Vehicle Registration - County	\$ 1,896,636	\$ 1,915,603	\$ 1,934,759	\$ 1,954,106	\$ 1,973,647
General Fund/SIP/Gain Share	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Gen. Fund - Street Lights	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
TUF Pavement Mgmt Program	\$ 4,072,189	\$ 4,112,911	\$ 4,154,040	\$ 4,195,581	\$ 4,237,537
TUF Pathways	\$ 1,310,910	\$ 1,324,019	\$ 1,337,260	\$ 1,350,632	\$ 1,364,139
Storm Water Management (SWM)	\$ 9,594,748	\$ 9,690,695	\$ 9,787,602	\$ 9,885,478	\$ 9,984,333
SWM Local Service Fee	\$ 1,048,728	\$ 1,059,216	\$ 1,069,808	\$ 1,080,506	\$ 1,091,311
SWM SDCs	\$ 190,779	\$ 192,687	\$ 194,614	\$ 196,560	\$ 198,526
TIF (Non SoHi)	\$ -	\$ -	\$ -	\$ -	\$ -
Net TDT (Non SoHi)	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744
Net TDT (SoHi)**	\$ 1,605,422	\$ 1,605,422	\$ 1,605,422	\$ 1,605,422	\$ 1,605,422
Net TSDC (SoHi)**	\$ 2,292,411	\$ 2,292,411	\$ 2,292,411	\$ 2,292,411	\$ 2,292,411
Net SoHi LID**	\$ -	\$ -	\$ -	\$ -	\$ -
Developer Contributions (SoHi, excl. LID)**	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000
Developer Contributions (non-SoHi)**	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277
North Hillsboro Urban Renewal Dist	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000
MSTIP Funding (SoHi projects)***	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000
MSTIP Funding (other non-SoHi projects)***	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948
State/Federal Grants	\$ 279,625	\$ 279,625	\$ 279,625	\$ 279,625	\$ 279,625
Total	\$ 55,549,325	\$ 55,754,787	\$ 55,962,303	\$ 56,171,894	\$ 56,383,581

* Growth forecast based on figures provided in October 2019 ODOT County/City Apportionment Forecast Summary for Hillsboro. Growth rate held flat after 2025.

** Based on assumptions provided in Appendix A, B and C.

*** Based on assumptions provided in Appendix D.

CAGR: compound average annual growth rate.

Revenue Category	Forecast				Total
	FYE 36	FYE 37	FYE 38	FYE 39	
State Gas Tax - O&M*	\$ 7,037,749	\$ 7,037,749	\$ 7,037,749	\$ 7,037,749	\$ 144,456,470
County Gas Tax - O&M	\$ 469,031	\$ 473,722	\$ 478,459	\$ 483,244	\$ 9,295,678
Vehicle Registration - State	\$ 2,087,190	\$ 2,108,062	\$ 2,129,143	\$ 2,150,434	\$ 41,365,765
Vehicle Registration - County	\$ 1,993,384	\$ 2,013,318	\$ 2,033,451	\$ 2,053,785	\$ 39,506,630
General Fund/SIP/Gain Share	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 13,100,000
Gen. Fund - Street Lights	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 10,500,000
TUF Pavement Mgmt. Program	\$ 4,279,912	\$ 4,322,711	\$ 4,365,938	\$ 4,409,598	\$ 84,823,058
TUF Pathways	\$ 1,377,780	\$ 1,391,558	\$ 1,405,473	\$ 1,419,528	\$ 27,306,053
Storm Water Management (SWM)	\$ 10,084,176	\$ 10,185,018	\$ 10,286,868	\$ 10,389,737	\$ 199,857,069
SWM Local Service Fee	\$ 1,102,224	\$ 1,113,246	\$ 1,124,379	\$ 1,135,622	\$ 21,844,842
SWM SDCs	\$ 200,511	\$ 202,516	\$ 204,541	\$ 206,587	\$ 3,973,902
TIF (Non SoHi)	\$ -	\$ -	\$ -	\$ -	\$ 125,000
Net TDT (Non SoHi)	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744	\$ 6,146,744	\$ 126,209,886
Net TDT (SoHi)**	\$ 6,016	\$ 6,016	\$ 4,512	\$ -	\$ 61,014,755
Net TSDC (SoHi)**	\$ 31,180	\$ 31,180	\$ 23,385	\$ -	\$ 83,192,656
Net SoHi LID**	\$ -	\$ -	\$ -	\$ -	\$ 26,800,000
Developer Contributions (SoHi, excl. LID)**	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 50,400,000
Developer Contributions (non-SoHi)**	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277	\$ 1,397,277	\$ 29,342,827
North Hillsboro Urban Renewal Dist	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 53,200,000
MSTIP Funding (SoHi projects)***	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000	\$ 4,865,000	\$ 97,300,000
MSTIP Funding (other non-SoHi projects)***	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948	\$ 5,178,948	\$ 108,757,908
State/Federal Grants	\$ 279,625	\$ 279,625	\$ 279,625	\$ 279,625	\$ 5,872,129
Total	\$ 52,736,749	\$ 52,952,691	\$ 53,161,493	\$ 53,353,879	\$ 1,238,244,629

* Growth forecast based on figures provided in October 2019 ODOT County/City Apportionment Forecast Summary for Hillsboro. Growth rate held flat after 2025, once HB2017 gas tax increases cease.

** Based on assumptions provided in Appendix A, B and C.

*** Based on assumptions provided in Appendix D.

CAGR: compound average annual growth rate.

Compiled by FCS GROUP.