

## PBOT Funding 2013-14: At a Glance

September 11, 2013

Funding Source	City General Fund	Fees	City Agencies	Grants	Parking	Gas Tax	Bonds
<b>FY13-14 Budgeted Amount</b>	<b>\$8.7m</b>	<b>\$20.8m</b>	<b>\$30.1m</b>	<b>\$25.9m</b>	<b>\$45.1m</b>	<b>\$57.1m</b>	<b>\$9.3m</b>
<b>Description</b>	<ul style="list-style-type: none"> <li>Property taxes, business licenses, and utility license and franchise fees</li> <li>PBOT receives less than two percent of the City General Fund</li> </ul>	<ul style="list-style-type: none"> <li>Permits issued to builders, developers and private citizens using public space</li> <li>Transportation System Development Charges</li> </ul>	<ul style="list-style-type: none"> <li>Transportation and parking services provided to other city bureaus                             <ul style="list-style-type: none"> <li>PBOT Maintenance contracts with Bureau of Environmental Services, Bureau of Parks &amp; Recreation, and Water Bureau</li> <li>PBOT Parking contracts with Police Bureau</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Federal, state and local grants</li> <li>Portland Development Commission</li> </ul>	<ul style="list-style-type: none"> <li>Parking meters</li> <li>Parking permits</li> <li>Parking citations</li> <li>SmartPark garages</li> <li>SmartPark garage commercial space leases</li> </ul>	<ul style="list-style-type: none"> <li>Gasoline, diesel and other fuel taxes, motor carrier weight-mile charges, and driver and motor vehicle registration and titling fees</li> <li>Three sources:                             <ul style="list-style-type: none"> <li>Oregon's gas tax based on city population</li> <li>Multnomah County's share of Oregon's gas tax based on vehicle registrations</li> <li>Multnomah County's local gas tax</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>City of Portland bond sales are one-time revenue sources that are paid back with interest over time</li> </ul>
<b>Restrictions for Use</b>	<ul style="list-style-type: none"> <li>Streetlights, per City Council decision</li> </ul>	<ul style="list-style-type: none"> <li>Full cost recovery for services charged a fee</li> <li>Transportation System Development Charges fund projects approved by City Council</li> </ul>	<ul style="list-style-type: none"> <li>Full cost recovery for services authorized in intergovernmental agreements</li> </ul>	<ul style="list-style-type: none"> <li>Specific programs or projects authorized by grant agreements</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking revenues are unrestricted and spent at the discretion of PBOT as approved by City Council</li> <li>Off-street parking revenues pay SmartPark costs first; then additional revenues are spent bureau-wide</li> </ul>	<ul style="list-style-type: none"> <li>Cannot be spent on mass transit and enforcement</li> <li>One percent must be spent on alternative transportation modes</li> </ul>	<ul style="list-style-type: none"> <li>For 2013-14, a \$9.3 million bond will pay:                             <ul style="list-style-type: none"> <li>\$2.3m for Streetcar Close the Loop</li> <li>\$4.5m for LED Light Replacement</li> <li>\$1.5m for Northwest Parking</li> <li>\$1m for Parking Pay Stations</li> </ul> </li> </ul>
<b>Modes Allowed for Use</b>							