

PBOT Funding 2013-14: At a Glance

September 11, 2013

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